DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
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COMMANDANT INSTRUCTION M3010.5

Subj: Coast Guard Military Readiness Planning

1. PURPOSE. This Manual Instruction prescribes policy and responsibilities for the preparation of area, district, and Marine Safety (MS) zone military operation plans and describes the Coast Guard readiness planning process. Coast Guard military plans include only those plans written in support of the Coast Guard Capabilities Plan (COGARD CAPLAN). The manual also describes the Coast Guard readiness planning organization and discusses Coast Guard readiness planning as it relates to U. S. military planning. In addition, the manual shows the required standard format for military operation plans and describes the Coast Guard Crisis Action Planning System (CAPS). Chapter six presents the Coast Guard wartime mission performance standards and priority statements.

2. DISCUSSION.

a. The attached manual provides guidance which will standardize Coast Guard military plan format and content with operation plans prepared by the other military services. This format is the Joint Chiefs of Staff (JCS) Joint Operation Planning System (JOPS) operation plan format.

b. Existing contingency/wartime operation plans are not to be rewritten solely to conform to this format. However, new or revised plans will conform to the new format.

c. The requirement for writing military contingency/wartime operation plans is extended to the Marine Safety (MS) zone level. Marine Safety zones, for the purposes of this manual and the development of MS zone plans, are geographically synonymous with the boundaries of the Captain of the Port (COTP) zones as described in 33 CFR,

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2.c.(cont'd) Part 3. Each district is required to establish planning organizations with the continuing task of formulating military operation plans for MS zones under its cognizance. MS zone plans will be based upon the wartime mission performance standards and priority statements in chapter six, and planning factors and force components which will be forthcoming in the near future. Planners should now begin to develop their basic plan, command relationships and concept of operations for all federal and naval functions and their resultant missions. The plans written for each MS zone will include all activities (M, N, O, and W) conducted by MSOs, COTPs, MIOs and Groups within the geographic boundaries of the zone. Those activities under the cognizance of headquarters units will not be included. The activities of other district units may be included at the discretion of the district commander (e.g., WPBs, WLBs, WTGBs, etc.). District plans will continue to encompass the Outer Continental Shelf area seaward of MS zones to the district boundaries.

d. In the event of mobilization (M-day), it is desired that all relevant activities in the MS zone will come under the direction of one Coast Guard officer designated by, and reporting to, the district commander. The intention of combining these Coast Guard functions under a single Marine Safety Zone Commander is to enhance coordination of the service's multimission resources at the lowest level of the organization in response to a variety of defense-related responsibilities. Because MS zone boundaries do not necessarily coincide with existing Marine Inspection zone and Group boundaries, a commanding officer of a Marine Inspection Office or a Group Commander may report to more than one MS Zone Commander. In the initial planning stages, the MS zone planning organization will assume the availability of Group, MSO, COTP and/or Marine Inspection resources and the resources within its zone of other commands designated by the district commander.

e. Preparation of new plans and the revision of existing plans, especially at the MS zone level, will place an additional workload on the commands involved. To alleviate the impact on active duty forces, a significant portion of the planning will be accomplished by Reserve personnel.

3. ACTION.

a. Area and district commanders shall:

(1) Prepare and maintain military operation plans in accordance with the instructions contained herein and in the Coast Guard Capabilities Plan (COGARD CAPLAN).

(2) Provide minimum distribution of these plans within Coast Guard Headquarters as follows:

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3.a.(2) (cont'd)

HEADQUARTERS (OFFICE)	NO. OF COPIES
G-OFP	1
G-OMR	2

b. District commanders shall, using existing resources, establish planning organizations for each MS zone. These organizations shall include Reserve as well as regular personnel and should represent all major commands within the zone. The planning organizations will prepare and maintain military operation plans for the MS zones which may stand alone or be attachments to district plans.

c. District commanders shall designate one officer in their plans for each MS zone who will assume overall operational control of relevant activities in the event of mobilization, or recommend alternative command relationships.

4. CHANGES. Recommendations for improvement of this instruction shall be submitted to the Commandant (G-OMR).

John D. Costello

JOHN D. COSTELLO
Chief, Office of Operations

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RECORD OF CHANGES			
CHANGE NUMBER	DATE OF CHANGE	DATE ENTERED	BY WHOM ENTERED

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CHAPTER 1. U. S. MILITARY PLANNING

A. Background.

1. Objectives. Chapter 1 provides an introduction to Coast Guard and U. S. military planning. The Coast Guard receives tasking from, and provides input to, national-level military plans. A general understanding of these national plans, the underlying planning systems, data bases and automated reporting of significant military information, will greatly aid the Coast Guard planner in appreciating his role and the potential interaction of Coast Guard plans with those of other departments and agencies. Detailed guidance regarding Coast Guard military planning and plan format is provided in subsequent chapters. Additional information concerning military planning in the Department of Defense (DOD) community is contained in a variety of publications such as the JOINT STAFF OFFICERS GUIDE published by the Armed Forces Staff College, Norfolk, Virginia.

2. Basis for Military Planning. National military decisions are ultimately the responsibility of the President. Advice on defense matters is furnished to the President by the Secretary of Defense and by the National Security Council, whose purpose is to provide a balanced, coordinated, and continuing review of military requirements in the light of current political, economic, and military considerations. The Joint Chiefs of Staff (JCS), supported by the Organization of the Joint Chiefs of Staff (OJCS), are the principal military advisors to the President, Secretary of Defense, and National Security Council. The National Command Authority (NCA), composed of the President and the Secretary of Defense or their authorized alternates or successors, is responsible for the direction of U.S. military forces under all conditions. National security policies, approved by the President and disseminated through military channels by the Secretary of Defense and Joint Chiefs of Staff, provide the basis for the development and implementation of all military plans.

3. Planner Requirements. An effective participant in the planning process must be a professional in his own service; possess a broad knowledge of the roles, capabilities and limitations of other agencies and services with whom planning must be coordinated; have a basic understanding of his service's planning process and phases of the planning cycle; and be familiar in the following systems which play an essential role in U.S. readiness planning, as well as the structure of the major military commands involved.

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A. 3. a. Systems.

(1) The Joint Operation Planning System (JOPS): The planning system approved by the Joint Chiefs of Staff and adopted by the Coast Guard for use in mobilization planning for contingency and wartime operations. JOPS standardizes administrative procedure and plan format. JOPS provides a common basis of understanding within the operational planning community; establishes a basic Department of Defense (DOD) automated data base and standard application programs used therewith; facilitates the early identification of shortfalls; and structures execution planning.

(2) Worldwide Military Command and Control System (WWMCCS): A DOD approved network of command and control systems in which the Coast Guard participates. WWMCCS data bases assist the dialogue among military commanders and the system enhances rapid reaction and timely military operations in the national interest. Coast Guard Headquarters and Area commands have access to the WWMCCS system. The objectives of WWMCCS include:

(a) Controlling the commitment and application of force in support of national objectives.

(b) Managing the use of supporting resources.

(c) Assuring the continuity of essential military functions and operations.

(3) The Joint Reporting Structure (JRS): The JCS approved reporting structure in which information, direction, and response regarding military operations are documented for transmission from, to, and between military commanders. It employs both narrative style and automated data-processing format and is used as a command, control, and management tool for status reporting, situation monitoring, operational support monitoring, and operation planning. Data in JRS format is exchanged in WWMCCS and provides the NCA with the means essential for accurate and timely decisions.

b. Structure/Definition of Major Types of U.S. Commands. The structure/definition of the major types of U.S. commands include:

(1) Unified Command(s). A geographically oriented command with a broad continuing mission(s) under a single commander and composed of significant assigned components of two or more services (e.g. CINCLANT, CINCPAC).

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A. 3. b. (2) Specified Command(s). A functionally oriented command with a broad continuing mission(s) under a single commander and composed of forces of only one service (e.g. MAC, MTMC).

(3) Component Command(s). A geographically oriented command with a broad continuing mission(s) under a single commander and composed of forces of only one service (e.g. CINCLANTFLT, CINCPACFLT).

B. Planning Documents

1. Initiation and Maintenance.

a. By its nature, military planning for the accomplishment of an assigned task(s) is a continuous process. It begins when the task is assigned and ends only when execution is ordered and the missions accomplished or the requirement for the plan is cancelled.

b. Once developed and approved, the plan must be maintained in a current status. The plan should be modified any time the controlling circumstances change. These circumstances reflect national objectives, the political and economic environment, the availability of forces, adjustments in threat estimates and/or new developments. Changes in force and resource availability may result from adjustments in priorities and/or alterations of force structure.

2. Plan Development and Related DOD and Coast Guard Planning Documents.

a. The Joint Strategic Planning System (JSPS).

(1) Within the framework of the Joint Strategic Planning System (JSPS) the unified and specified commanders and service chiefs, including the Commandant of the Coast Guard, receive direction and guidance, either explicit or implied. This direction and guidance, as supplemented by related data contained in planning documents developed by the services, serves as the basis for planning by unified and component commanders.

(2) The Joint Chiefs of Staff, together with the services, provide initial direction. The JCS, normally through the Joint Strategic Capabilities Plan (JSCP) and the Joint Intelligence Estimate for Planning (JIEP):

(a) Provide strategic guidance and intelligence.

(b) Assign tasks to unified and specified commanders (and

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B. 2. a. (2) (b) (cont'd) thus to component commanders).

(c) Identify major combat forces (by type, quantity, and timing) which are available for planning.

(d) Assign priorities.

(3) The services (normally by actions contained in Capability Plans):

(a) Designate combat, combat support, and service support forces which are available for planning.

(b) Provide guidance relative to the availability of replacement and filler personnel, material, equipment, and facilities.

(c) Assign priorities.

(d) Provide service doctrine and guidance.

b. Navy Capabilities Plan (NCP). The NCP is the basic document within the Navy Planning and Programming System which supports the JSCP. It compares force and material resource requirements delineated by Navy component commanders and the resource assets programmed and budgeted in the U. S. Navy Planning, Programming and Budgeting System (PPBS). The availability of Navy, Marine, and Coast Guard combat and support forces for planning purposes are depicted in the NCP, which allocates these forces and supporting resources to Navy component commanders for the unified commanders. The NCP also promulgates mobilization policy and coordinating instructions. In conjunction with the Navy Support and Mobilization Plan (NSMP), the NCP provides direction for:

(1) Mobilizing naval forces for prompt and sustained combat.

(2) Allocation of forces to component commands (Navy Fleet Commanders in Chief (FLTCINC) for planning purposes.

(3) The administration and support of naval forces assigned to unified commanders.

(4) Employment and administration of Navy Selected Reserve forces.

(5) Employment and administration of the Coast Guard when operating as a service in the Navy.

c. Navy Support and Mobilization Plan (NSMP). The NSMP supports the NCP and provides detailed logistics planning factors for:

(1) Unified Commanders' (CINC) OPLAN development and Component

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B. 2. c. (1) (cont'd) Commanders' (FLTCINC) supporting operations plans.

(2) Development of Logistics Support and Mobilization Plans (LSMP) by Navy commands in support of the CINCs/FLTCINCs.

d. Coast Guard Capabilities Plan (COGARD CAPLAN). This plan supports the Navy Capabilities Plan (NCP) and prescribes action to be taken in event of military contingency, war, or war-related national emergency. It is intended to facilitate planning for such eventualities and to supply guidance if they occur. The Coast Guard Capabilities Plan is a basic document within the Coast Guard Planning and Programming System and provides direction to subordinate commands as appropriate for:

(1) Utilization of Coast Guard forces in support of JCS and Navy requirements during contingency operations.

(2) Transfer of the Coast Guard as a specialized service from the Department of Transportation (DOT) to the Department of the Navy (DON).

(3) Mobilizing, organizing, training, and equipping Coast Guard forces for prompt and sustained operations under the appropriate CINC/FLTCINC.

(4) Mobilizing, organizing, training, and equipping Coast Guard forces for carrying out the service's continuing federal functions and regulatory responsibilities during national emergency or in war as set forth in appropriate laws, executive orders, and regulations.

(5) The administration and support of Coast Guard forces under the direct operational control of Navy commands.

e. Coast Guard Logistics Support and Mobilization Plan (COGARD LSMP). The COGARD LSMP supports the NSMP and COGARD CAPLAN and provides guidance for the maximum feasible phased expansion of the Coast Guard as part of the Navy, commencing with existing active forces and extending to ultimate strength for tasks assigned in the COGARD CAPLAN. The plan provides broad guidance for the solution of logistic problems to be encountered both during a period of total war and during a period of rapid mobilization.

C. Coast Guard Interface With DOD Planning Systems.

1. DOD Planning and Operational Chain of Command.

a. In planning, the Secretaries of the Army, Air Force, and Navy, are responsible for developing and preparing forces for assignment to the operational command of the unified and specified commanders.

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C. 1. b. In execution, unified and specified commanders have full operational command over the forces assigned to them and shall perform such functions as are prescribed in appropriate JCS directives.

PLANNING AUTHORITY	OPERATIONAL AUTHORITY
President	President
SECDEF	SECDEF
Secretaries of Army, Air Force, and Navy	JCS
	Unified/Specified Commands Assigned Forces of: Army Marines Navy Coast Guard Air Force

c. There are two primary systems used by the planning authority and one used by the operational authority.

PLANNING AUTHORITY	OPERATIONAL AUTHORITY
Planning, Programming, and Budgeting System (PPBS)	Joint Operations Planning System (JOPS)
Joint Strategic Planning System (JSPS)	

(1) PPBS has been developed to coordinate the planning efforts of both the operational and departmental chains and is principally concerned with the management of military resources to meet the strategic requirement. It can be compared to the Coast Guard's budget system, which attempts to rationalize peacetime resource requirements with wartime needs, giving consideration to wartime national objectives, threat, policy, and force requirements.

(2) JSPS has two purposes: it is the vehicle for JCS interfacing with the PPBS and it constitutes the military advice to the National Command Authority (NCA) by providing the JCS view of strategy, force levels to meet

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C. 1. c. (2) (cont'd) the strategy, and risks associated with fiscally constrained force levels. The seven documents of the JSPS are:

(a) The Joint Intelligence Estimate for Planning (JIEP)

(b) The Joint Long-Range Estimative Intelligence Document (JLREID)

(c) Intelligence Priorities for Strategic Planning (IPSP)

(d) The Joint Strategic Planning Document (JSPD)

(e) The Joint Program Assessment Memoranda (JPAM)

(f) The Joint Long Range Strategic Study (JLRSS)

(g) The Joint Strategic Capabilities Plan (JSCP)

(3) JOPS is described in paragraph A.3.a.(1).

d. Historically, the Coast Guard has acquired weapon systems through input to the Navy's Program Objective Memoranda (POM). Other military readiness related equipment is acquired through the Coast Guard's budget process by developing readiness mission performance standards which, when processed through a budget-type review procedure, can be translated into readiness-peculiar funding requirements. These are funded through our budget process but claim DOD requirements as partial justification.

D. Strategy, Threat, and Risk. During war or national emergency the federal government undergoes considerable organizational and functional change. Additionally, the U. S. utilizes the oceans as barriers against attack on the country, as military sea lines of communication with overseas allies, and as avenues of world trade. The impact of general defense-related Coast Guard missions, such as Port and Environmental Safety, and Military Search and Rescue, dictate the need for the Coast Guard planner to have a firm grasp of the service's impact on overall strategic planning.

1. Strategy. Considerations of fleet planning are dealt with in the naval planning process through periodic review of long range strategy. This review is centered on three factors:

a. The national military strategy which the naval force structure, including the Coast Guard, will be called upon to support;

b. The military force and weapons technology which the naval force structure will encounter in fulfilling its role within the national military strategy; and

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D. 1. c. The degree of assurance that naval forces can successfully fulfill their roles in support of the national military strategy.

2. Threat.

a. The freedom of movement on the high seas afforded by the rules of international agreement and the relative freedom we give to adversaries to come and go in most of our ports, poses a potential problem. It enables our adversaries to assume a posture which will facilitate the destruction of allied sea commerce at the initiation of conflict, severely affecting our maritime capability to keep our military commitments to our allies.

b. The success of a forward military strategy depends upon the ability to maintain the integrity of the sea lines of communication (SLOC's) between the United States and its forward deployed forces, its allies, and those areas of the world essential to national economic health.

3. Risk Assessment.

a. To assess risk and ensure that U. S. naval forces will have the numbers, balance and platform capabilities required to execute naval missions at an acceptable level of risk, an annual force structure assessment of naval capabilities is conducted. The assessment starts with the current force structure. Current forces are then projected ten years into the future. The resulting future force structure is then used as a basis for assessing the capabilities of naval forces to support national strategy requirements when confronted by the expected threat. This appraisal process is used by the Navy to determine fiscal allocations, correct deficiencies and make incremental changes to ship, aircraft and weapon procurement programs.

b. Risk, for the Coast Guard, can be measured in several ways. First is the degree of confidence that the Coast Guard can fulfill its missions. In considering our Military Search and Rescue role as an example, this type of assessment is used to generate the "minimum" risk and "prudent" risk forces, or to calculate the degree of attrition which is expected or accepted for convoys or naval forces in various scenarios. A second form of risk assessment examines rapidity of success and indicates the time required to achieve a specific mission objective. A third measurement of risk focuses on simultaneity of execution, which is governed by geographic priorities. This method of risk assessment demonstrates strategic flexibility and implies that, within fixed force levels, increased capabilities in one region must come at the price of reduced capabilities in other areas.

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CHAPTER 2. THE COAST GUARD MILITARY READINESS PLANNING PROCESS

A. Introduction

1. The Coast Guard planning process for military readiness historically has been limited to the information detailed in the Coast Guard Capabilities Plan (old COGARD GWP), Annex X (Preparation of Supporting Plans). Recent world events coupled with the complex multi-mission role of the Coast Guard have underscored the need to establish a comprehensive and flexible system for formulating and updating Coast Guard contingency/wartime documents issued at all levels of the organization. A complete description of each of the below phases begins on page 2-5.

2. The primary functions of the Coast Guard Military Readiness Planning Process are considered in terms of a six-phase cycle. A diagram of the phases and their relationships is shown on the following page.

   a. PHASE I - Assessment. The phase in which the threats and risks are assessed, vulnerability is determined, the concept of operations is developed and the stage is set for planning.

   b. PHASE II - Design. The phase in which mission performance standards, mission priority statements, force components, and planning factors are designed/updated, geographic planning areas are determined, and planning guidance is promulgated.

   c. PHASE III - Plan Development. The phase in which the planning commands and their organizations are determined, authorized existing forces are listed, specific employment and deployment of forces are set forth, force requirements are established, and shortfalls in meeting force requirements are identified.

   d. PHASE IV - Plan Review. The phase in which all elements of the plan are assessed, validated and approved by the supported commander, shortfalls are ultimately resolved if possible, and the total force, including mobilization requirements, are determined.

   e. PHASE V - Implementation. The phase in which mobilization requirements are filled, necessary training programs are implemented, inputs are provided to the budget process, and equipment is acquired and prepositioned.

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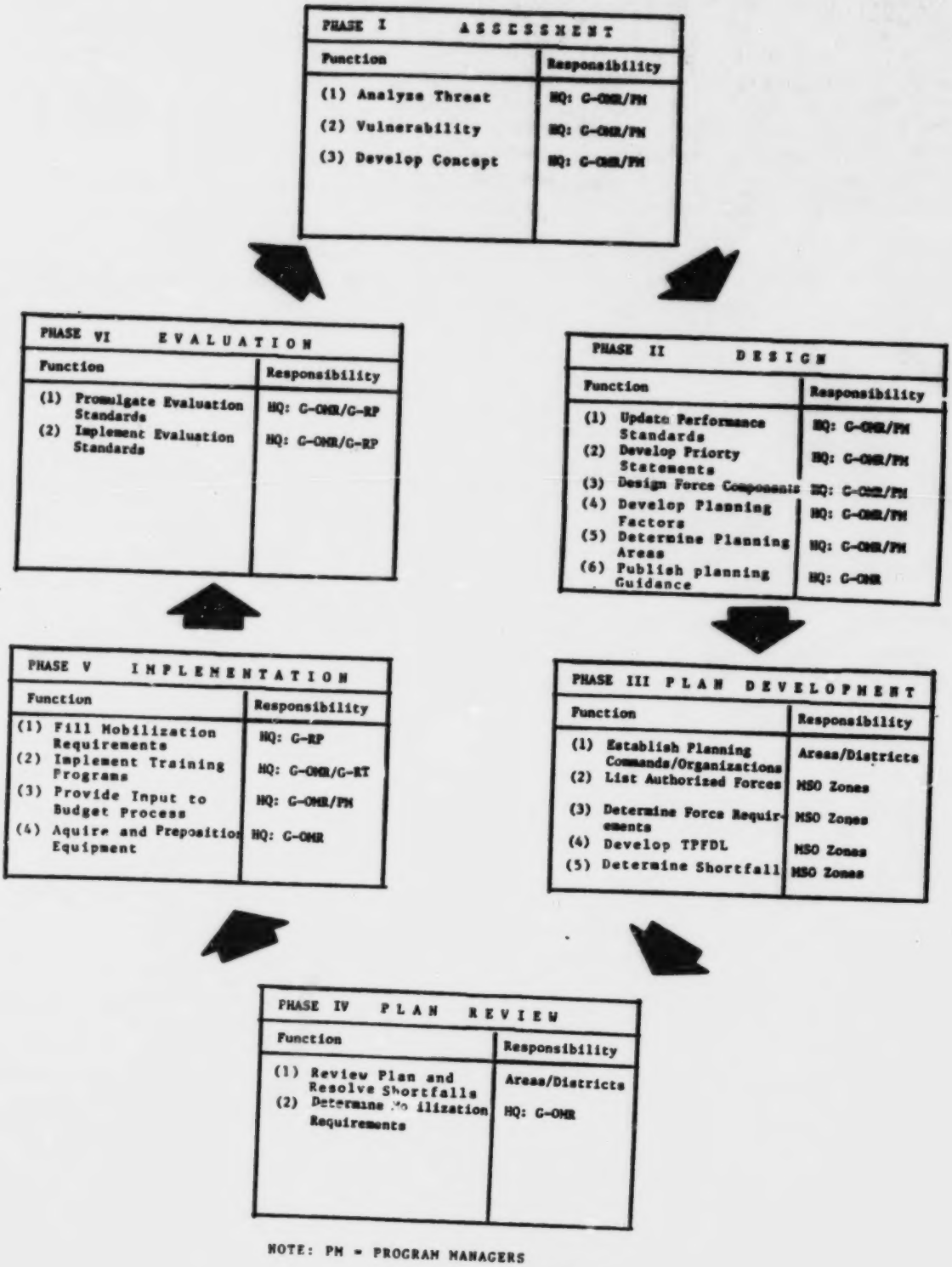
PLANNING CYCLE



NOTE: PM = PROGRAM MANAGERS

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A. 2. f. PHASE VI - Evaluation. The phase in which operational evaluation standards are promulgated and operational readiness of forces evaluated.

B. Type of Plans. As applied in this document, the term "operation plan" refers to any plan for the conduct of Coast Guard operations prepared by various commands in response to a requirement established by the Coast Guard Capabilities Plan and/or the cognizant CINC. Operation plans are prepared in either complete or concept format.

1. Operation Plan in Complete Format (OPLAN). An operation plan for the conduct of Coast Guard operations which can be translated into an operation order with minimum alteration. Complete plans include Time Phased Force and Deployment lists (TPFDL's) and deployment/employment instructions as appropriate. A complete plan normally is prepared for those situations in which plan execution would:

   a. Tax total forces available for planning; or

   b. Tax the available logistics or mobility resources under either full mobilization, partial mobilization, or non-mobilization conditions; or

   c. Be likely to occur within the planning time frame set forth in the Coast Guard Capabilities Plan.

2. Operation Plan in Concept Format (CONPLAN). An operation plan in an abbreviated format which would require expansion into an OPLAN or OPORD prior to implementation. A CONPLAN does not normally include annexes or assigned forces, but if deemed necessary, annexes may be prepared. A CONPLAN is normally prepared when:

   a. Minimum mobilization pertains, or

   b. There is low probability of occurrence in the Coast Guard Capabilities Plan time frame, or

   c. There is a need to provide maximum flexibility.

C. Planning Relationships.

1. Supported Commander. The commander having primary responsibility for all aspects of a task(s) assigned. The supported commander in writing his plan arrives at a decision as to the best course of action to be taken to accomplish his mission(s). For the Coast Guard's continuing federal functions and regulatory responsibilities, especially those that are defense-related, the Commandant is the primary supported

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C. 1. (cont'd) commander. For naval functions assigned the Coast Guard by the Chief of Naval Operations (CNO) in the Navy Capabilities Plan (NCP), Coast Guard Area Commanders are the primary supported commanders receiving service doctrine and guidance from both the Coast Guard Capabilities Plan and the cognizant CINC's OPLAN.

2. Supporting Commanders. A commander who provides augmentation forces or other support to a supported commander or writes a supporting plan.

3. Subordinate Commander. A commander subordinate to either a supported or supporting commander.

4. Coordinating Agencies. Coordination with other agencies and departments of government is essential for operational planning. The following agencies, or their components, should be consulted for support of operational planning, as appropriate:

a. Department of Commerce (MARAD, NOAA, NMFS)

b. Department of Justice

c. Department of State

d. Department of Transportation (DOT)

e. Departments of the Army, Navy, and Air Force

f. Central Intelligence Agency (CIA)

g. U. S. Information Agency

h. National Security Agency/Central Security Service

i. Defense Communications Agency (DCA)

j. Defense Intelligence Agency (DIA)

k. Defense Mapping Agency

l. Defense Supply Agency

m. Defense Nuclear Agency

n. The Transportation Operating Agencies (TOA's)

(1) Military Airlift Command (MAC)

(2) Military Sealift Command (MSC)

(3) Military Traffic Management Command (MTMC)

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C. 4. o. Office of the Assistant Secretary of Defense (Public Affairs)

p. Federal Emergency Management Agency (FEMA)

q. Other agencies, federal, state, and local

D. The Planning Process

1. Phase I - Assessment. The phase in which the threat is assessed, vulnerablity is determined, the concept of operations is developed, and the stage is set for planning.

a. Threat Analysis. All levels of the organization are involved in this phase. On a national scale threat analysis, risk assessment, vulnerability assessment and concept of operation development are performed primarily by program managers at Coast Guard Headquarters. Using Headquarters-developed analyses, field commands determine local threats, vulnerability, and concepts of operations. Assessment includes identification of elements critical to the national objectives and their vulnerability to the perceived threat.

b. Vulnerability Assessment. Most sections of the Coast Guard Capabilities Plan address assessment in terms of the threat, its severity and the danger it poses to certain elements which come under Coast Guard cognizance. Assessment includes the identification of, and cooperation with, other agencies/services that have responsibilities related to those of the Coast Guard. This direction and guidance, as supplemented by related analysis contained in planning documents developed by other agencies and services forms the basis for planning actions to be taken by operational commands.

c. Concept of Operations. The concept of operations is an expansion of the selected course of action into a broad narrative statement of how the commander expects to employ his capabilities. The concept of operations is the foundation upon which detailed plan development is based. In the development of the concept of operations the commander arrives at a decision as to the best course of action to be taken to accomplish his mission. During this phase, all factors which can have a significant effect on the accomplishment of the mission(s) must be considered in forming estimates that examine the alternative courses of action. (employment, deployment, and support).

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D. 2. Phase II - Design. The phase in which mission performance standards, mission priority standards, force components, and planning factors are designed/updated; planning areas are determined and operational planning guidance is promulgated.

a. Mission Performance Standards. Defining Mission Performance Standards is a function of the Headquarters program managers. Mission Performance Standards applicable to contingency and wartime operations are published in chapter six of this manual. Mission Performance Standards indicate to the operational command a certain attainable and desirable level of conduct for the purposes of program management. Examples of peacetime Mission Performance Standards are the following promulgated by G-WPE:

(1) Board 50% of all vessels, exclusive of vessels boarded for supervision purposes, to insure compliance with dangerous cargo regulations (applicable portions of 46 CFR and 49 CFR).

(2) Control the movement of all vessels handling Class A explosives and cargoes of particular hazard as listed in 33 CFR.

(3) Inspect each designated waterfront facility once every six months.

Mission Performance Standards do not preempt the operational commander's responsibility to utilize his resources effectively to accomplish his multi-mission responsibilities. It is well recognized that the multi-mission nature of the Coast Guard, particularly in wartime, often requires the utilization of resources for missions other than those for which they were justified in the budget process. This may result from short-term crises, a longer term contingency, or a rapid expansion of a new mission area predicated on a wartime scenario.

b. Mission Priority Statement. Mission Priority Statements are indicators of relative priority of wartime missions. Mission Priority Statements are used extensively in Coast Guard Readiness due to the multi-mission use of Coast Guard assets. These statements are developed by Headquarters program managers and published in chpater six of this manual. Wartime Mission Priority Statements are developed according to the following priorities:

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D. 2. b. (1) Priority One. Functions conducted in support of military objectives.

(2) Priority Two. Functions involving commercial maritime clientele essential to the war effort and to national economic health.

(3) Priority Three. Functions involving other maritime commerce.

(4) Priority Four. Functions involving private, non-commercial maritime clientele.

c. Force Components. Force components are groups of personnel capable of performing either operational or support-oriented functional tasks. Force components are deployable as trained functional packages and have measurable operational capabilities. These components are designed by Headquarters program managers in conjunction with G-OMR and published in the Coast Guard Capabilities Plan. They are adaptable to regular, reserve and auxiliary forces. Examples of force components are boat crews, explosive loading teams and engineering support teams. To the extent possible, force components have been developed to be multi-mission in nature.

d. Readiness Planning Factors. Readiness planning factors are properly selected multipliers used in planning to estimate the amount and type of effort involved in a contemplated operation. Readiness planning factors are determined by Headquarters program managers and published in the Coast Guard Capabilities Plan. They are used by planners to determine wartime mobilization requirements and thus the Coast Guard's wartime structure in terms of billets and resources. Planning factors are often expressed as rates, ratios or lengths of time. For example, planning factors used to determine the number of boats required would include average boat speed, frequency of boat patrols, areas to be covered and number of spare boats to be assigned.

e. Geographic Planning Areas: Geographic planning areas are defined by G-OMR. At the present time this is defined as Areas, Districts and MS planning zones.

f. Planning Guidance. Planning guidance is information provided to planners on how to write plans. This document is the basic source of planning guidance, however, various levels of command may promulgate guidance based on this document to provide additional information.

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D. 3. Phase III - Plan Development. The phase in which the planning commands and their organizations are determined, authorized existing forces are listed, force requirements are established, and shortfalls in meeting force requirements are identified.

a. Planning Commands and Their Organizations. Planning commands are Coast Guard Headquarters, Areas, Districts and MS Planning Zones. Area and District commanders will determine the organization for readiness planning at all levels of their organization. MS zone plans will address all functions conducted in their areas of responsibility (M, N, W, and O) cutting across group and Marine Inspection zone boundaries where necessary. Development of plans at this level provides superior results in terms of valid force requirements and enhances the multi-mission wartime use of assets. Reservists will be used in the planning process at all levels.

b. Authorized Existing Forces. Authorized existing forces are described in terms of equipment and force components that are subordinate to the planning command or have been designated by the supported commander to augment organizations under the cognizance of planning command. These forces will include reserve and auxiliary as well as active duty forces. If these forces are listed in a supporting commander's plan they need not be repeated in the supported commanders plan.

c. Force Requirements. The MS zone planning group using Headquarters-provided planning factors, performance standards, and mission priority statements, determines force requirements in terms of force components and equipment. The establishment of force requirements and their locations restructures the Coast Guard into a wartime or contingency-related posture.

d. Time-Phased Force Deployment list (TPFDL). The above restructuring of the Coast Guard relative to the time of mobilization (M-Day) is tabulated in a Time-Phased Force Deployment list (TPFDL) which includes assigned forces and augmentation forces which are to be deployed to the area of operations and forces stationed within the area of operations. The TPFD list will include operational and support units to be employed in implementing the plan or in supporting its implementation.

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D. 3. e. Shortfall Identification. Shortfall identification occurs continuously throughout the planning process. Where possible, these shortfalls are resolved by the supported commander (i.e. the district for the MS planning zones under his cognizance). This is the point in the planning process in which unresolved shortfalls and limiting factors are highlighted and the risks associated with them are identified.

(1) Operation plans will be based on projected capabilities for the short range period in terms of forces, movement, and support resources. Should a commander determine that his authorized forces are inadequate to accomplish an assigned task(s), or that serious limiting factors exist, the next higher level of command shall be so advised. The notification shall include:

(a) A listing of force shortfalls and limiting factors, indicating those considered critical and the specific reasons therefore.

(b) An estimate of the added risk incurred through force shortfalls and limiting factors.

(c) An estimate of the level of mobilization for which available forces are considered adequate.

(d) If appropriate, recommended changes in tasks.

(2) Force shortfalls and limiting factors reported by commanders during the planning process will be considered by the next higher level of command. However, the completion of an operation plan will not be delayed pending the resolution of a shortfall or limiting factor.

4. PHASE IV - Plan Review. The phase in which all elements of the plan are assessed, validated and approved by the supported commander, shortfalls are ultimately resolved if possible, and total force requirements are determined. Plan review is directed toward determining whether the plan established is adequate, feasible, and suitable for accomplishing the tasks assigned. The supported commander will determine total mobilization requirements for his area of responsibility based on review of supporting plans. The Commandant will determine total mobilization requirements for the Coast Guard.

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D. 4. a. Plan review and Resolution of Shortfalls. Shortfalls which have been identified by the supporting commands will be resolved, where possible, by supported commands utilizing all resources that may be available from within the service as well as with those resources available from other services and governmental agencies. Shortfalls are resolved according to the resources available and the priority (I, II, III) of the mission(s) involved. Changes shall be published in appropriate plans. Every effort will be made to insure that, where necessary, other appropriate service or agency plans reflect Coast Guard resource requirements.

c. Determine Total Moblization Requirements. This task will be the function of G-OMR in conjunction with appropriate HQ program managers. Mobilization Requirements will be delivered via memo to G-R.

5. PHASE V - IMPLEMENTATION. The phase in which mobilization requirements are filled, necessary training programs are implemented, inputs are provided to the budget process, and equipment is acquired and prepositioned. This phase is performed by G-OMR with appropriate HQ program managers based on mobilization requirements submitted by Supported Commanders.

a. Fill Reserve Requirements. This function is performed by G-R and is divided into the following two parts:

(1) Billet Matching. Through this process, all available Reserve personnel are matched with the force components required. Appropriately matched force components are then assigned for mobilization purposes to the respective supporting commanders and designated in the appropriate plan. If there are insufficient billets to meet the force requirements for any plan, those deficiencies form the basis for utilizing the budget process for additional resources and establishing necessary Reserve manning levels.

(2) Legislative Initiatives. Based upon the shortfalls identified in the implementation phase, G-R will propose legislation to improve, resolve, or otherwise, eliminate the resource deficiency.

b. Implement Training Programs. As an ongoing function, all command levels shall initiate and support personnel and mobilization readiness training of all regular, reserve, and auxiliary force components.

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D. 5. b. (cont'd) The primary responsibility and general oversight for this training rests with G-OMR, G-R, and respective HQ program managers. However supported commanders are encouraged to use all available means to enhance the individual force component training utilizing each of the following where appropriate:

(1) On the Job Training.

(2) Augmentation.

(3) Command Post Exercises.

(4) Other General and Readiness exercises.

c. Provide Input to Budget Process. After all existing resources (equipment) have been exhausted, these equipment shortfalls will form the basis for new funding requests in the Coast Guard and Navy budgets. G-OMR and HQ program managers have this responsibility.

d. Acquire Needed Equipment. Within budgetary limitations G-OMR, G-R and HQ program managers shall acquire needed equipment for training and execution of all Coast Guard readiness plans. To the fullest extent possible all required resources shall be prepositioned.

6. PHASE VI - EVALUATION. The phase in which operational evaluation standards are promulgated and operational readiness of forces is evaluated at all levels of the organization. This evaluation will be fed back to Phase I for assessment and reiteration of the planning process.

a. Promulgate Evaluation Standards. G-OMR, in concert with HQ program managers, shall promulgate standards of performance for all operational and support force components used in Coast Guard planning.

b. Implement Evaluation Standards. All levels of the organization shall be responsible for instituting such training programs and readiness exercises to evaluate the readiness performance of all components under their command. The G-OMR standards shall be the basis for that performance evaluation. The results of each evaluation shall be used to improve, revise, and update contingency and wartime operations plans.

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CHAPTER 3. THE COAST GUARD READINESS PLANNING ORGANIZATION

A. Introduction. The objective of the Coast Guard readiness planning organization is to maintain an accurate and flexible set of military operation plans that will provide for effective response to contingencies requiring Coast Guard action. This includes planning to function as a specialized service within either the Department of Transportation or the Department of the Navy and providing forces for responding to natural disasters and domestic emergencies as well as support of U. S. military objectives.

B. Responsibility.

1. The Coast Guard readiness planning organization, is divided into five levels:

a. Headquarters Level.

(1) Commandant (G-OMR), the Military Readiness Division of the Office of Operations has overall responsibility for ensuring the Coast Guard's capability to meet military operational requirements, including performance of Naval missions as directed by the Navy.

(a) The Readiness Planning Branch (G-OMR-1) is the Coast Guard interface with DOD planning authorities, and is responsible for developing and maintaining Coast Guard contingency and war plans, coordinating the input of all Headquarters Program Managers. This branch also provides planning policy and guidance to subordinate commanders. In addition, this branch plans and coordinates the Coast Guard's participation in Command Post Exercises (CPX).

(b) The Military Capabilities Branch (G-OMR-2) plans for, evaluates, and procures military systems including weapons, ammunition, and all associated equipment. This includes Prepositioned War Reserves in support of specific military operation plans. This branch also determines Required Operational Capabilities (ROC's) and Projected Operating Environments (POE's) of new combat systems.

(c) The Operational Readiness Training Branch (G-OMR-3) coordinates the operational training and readiness evaluation of all active service units.

(2) Commandant (G-R), the Office of Reserve, is responsible for maintaining a trained manpower pool to augment the active service in time of war or national emergency.

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B. 1. a. (2) (cont'd) the optimum size and composition of the Reserve force is based on mobilization requirements determined by (G-OMR).

(a) The Mobilization Branch of the Reserve Programs Division (G-RP-3) develops plans and systems to ensure the timely mobilization of reservists when necessary. This branch also establishes readiness evaluation criteria for Reserve forces.

(b) The Reserve Training Division (G-RT) develops training policies and programs, including specialized wartime mission training, to ensure the mobilization readiness of the Coast Guard Reserve.

(3) Program Managers. The activities of the Coast Guard are divided into major operating programs (e.g. Military Preparedness, Port and Environmental Safety, Search and Rescue, Reserve Forces) and support programs (e.g. Engineering, Financial Management, Personnel). Each program has a designated Program Manager in Headquarters who is responsible for review and implementation of policies pertaining to that program. The Program Manager provides readiness planning inputs to (G-OMR-1) to ensure that the interests of his program are adequately represented in Coast Guard military operation plans.

b. Area Level. Each Area staff includes an Area Readiness Division (Ar/Pr) which is responsible for readiness planning, training, and evaluation. The Area Commander is the primary operational liaison with DOD unified and component commanders (e.g CINCLANT/CINCPAC, CINCLANTFLT/CINCPACFLT).

(1) The Area's Plans and Nuclear Affairs Branch (Arp/Prp) is is responsible for developing and maintaining Area military operation plans and providing planning guidance to subordinate commanders. This branch also coordinates Area participation in Command Post Exercises. This is the Area counterpart to (G-OMR-1).

(2) The Area Training Branch (Art/Prt) conducts operational readiness training and evaluation, including shipboard underway training and interservice operational exercises.

c. District Level.

(1) The District Readiness Branch (or) is responsible for developing and maintaining district military operation plans, and for providing planning guidance to subordinate commands. This branch also coordinates the distribution of military equipment and provides training in its use. The Readiness branch coordinates district participation in Command Post Exercises.

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B. 1. c. (2) The District Reserve Division (r) is responsible for the administration of the Reserve Program within the district including training and evaluation of reservists and operation of the mobilization system. The District Reserve Division is responsible for providing augmentation support to readiness planning efforts at all levels of command, within the limits of available resources.

d. Marine Safety Zone Level. Each MS zone planning organization, as established by the district commander, is responsible for developing and maintaining military operation plans for the MS zone.

e. Reserve Unit Level. Each reserve unit is required to have a a designated Readiness Officer who is responsible for all aspects of military readiness within the unit. In addition, each District (r) is required to designate one inactive duty Reserve Readiness Planning Coordinator to facilitate regular/ Reserve military operations planning within the district.

2. The utilization of Coast Guard Reserve officers in readiness planning at all levels of command has proven to be a highly effective means of providing the needed resources for the development and maintenance of military operation plans. Additionally, Reserve augmentation in planning activities is highly beneficial to the professional readiness training and development of all Reserve officers, while providing needed support of the active service in the readiness process. The importance placed on Reserve involvement is exemplified by the assignment of the two Reserve flag officers as Reserve Readiness Advisors to the area commanders, and the Commandant's stated policy on the importance of a strong and viable Coast Guard Reserve, ready for wartime mobilization and committed to augmentation of the active service during peacetime training.

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CHAPTER 4. FORMAT, CONTENT OF OPLANS, AND ADMINISTRATIVE GUIDANCE

A. Purpose.

1. This chapter provides specific guidance as to format and content of military operation plans written at all levels of the Coast Guard organization. All Coast Guard military operation plans will be written in the Joint Operation Planning System (JOPS) format. JOPS is the Defense Department's standardized format for U.S. military operation plans.

2. This chapter includes a model illustrating the required structure for plans in JOPS format. This model outlines the placement of information in Coast Guard military operation plans. The model is specific as to the minimum content of each paragraph and subparagraph in the Plan Summary and Basic Plan sections. Future changes to this manual will set forth specific guidance as to minimum content of each annex, appendix, and tab as well. Number and letter designations of paragraphs, subparagraphs, appendices and annexes must conform to the format.

B. General Instructions.

1. The contents of operation plans should not be limited. Planners may add additional paragraphs, appendices, annexes, etc. as deemed necessary and appropriate based on anticipated operations and/or logistic considerations.

2. Commands promulgating Logistics Support and Mobilization Plans may in corporate all or portions of those plans in Annexes D and E of newly written military operation plans, at their discretion.

3. Currently approved plans will not be revised solely to conform to these instructions on format and content. However, new plans and major revisions of existing plans will conform to these instructions.

C. Identification Of Operation Plans And Operation Orders.

1. The short title of each operation plan is UNCLASSIFIED and denotes the command or organization preparing the plan, the type of plan, and the Plan Identification (PIN); e.g., USCINCEUR OPLAN 4999 or CGDFIVE OPLAN E200.

2. The PIN is assigned by the Area Commander. The PIN is not revised when the operation(s) is revised, superseded, or converted into an OPORD: nor is it reused when the requirement for the plan is canceled.

3. The Area Commander assigns to his plan a PIN taken from the applicable block below. Supporting plans will be assigned a PIN identical to that of the Area Commander's.

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C. 3. (cont'd) PLAN IDENTIFICATION

ORIGINAL NUMBER BLOCK	RESPONSIBLE COMMANDER/AGENCY
0C01 - 0999	JCS
1000 - 1999	Reserved
2000 - 2999	CINCLANT
3000 - 3999	CINCAD
4000 - 4999	USCINCEUR
5000 - 5999	CINCPAC
6000 - 6999	USCINCSO
7000 - 7999	USCINCRED
8000 - 8999	CINCSAC
9000 - 9199	MTMC
9200 - 9399	MSC
9400 - 9599	MAC
9600 - 9699	JTF Alaska (when activated)
9700 - 9999	Reserved
E000 - E999	Coast Guard (COGARD)

D. Format of Operation Plans. The following paragraphs provide specific guidance as to the format of Coast Guard military operation plans.

1. The paragraph and subparagraph headings indicated in the model always appear in each plan. When information on the subject indicated are not required in the plan, that paragraph or subparagraph will be annotated as "not applicable."

2. The format for annexes (when developed and attached to this instruction) is mandatory unless otherwise indicated. Additional annexes may be incorporated when necessary to permit distribution separate from the basic plan or when information must be included where no provision is made in standard annexes. Contact Commandant (G-OMR-1) for letter designations to be used on additional annexes.

3. As annexes, appendices, tabs, and enclosures are developed and specified in the attached model, designations will be assigned as listed in the model table of contents. When any of these elements is not required, the element will be annotated "not applicable" in the OPLAN table of contents. The remaining elements will retain the prescribed designations. When an annex is omitted, all attachments to that annex will also be omitted.

4. Formats shown in the model for the tabular presentation of data may be modified to facilitate the automated preparation of such data.

5. No annexes or other attachments are required for CONPLANs, although responsible commanders may prepare such attachments.

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E. Use of References. The use of standard references as a substitute for reproducing technical information in operation plans is encouraged. References used should be documents that are readily available to users of the plan and will be referred to by directive/instruction number as well as title.

F. Organization of Military Operation Plans. Both OPLANs and CONPLANs will include the following elements in the order listed, except as otherwise specified below.

1. Cover. The printed cover will show the overall classification of the plan, the issuing headquarters or organization, the short title, PINs, special handling instructions (e.g., Restricted Data, Formerly Restricted Data, NOT RELEASABLE TO FOREIGN NATIONALS) when appropriate downgrading instructions, the copy number, and a security control number when required.

2. Letter of Transmittal. The letter of transmittal will identify the requirement for the preparation of the plan and will indicate the headquarters, other military headquarters, and any nonmilitary agencies with which the plan was coordinated during preparation. Requirements for preparation of supporting plans by supporting and subordinate commanders will be stated.

3. Security Instructions and Record of Changes. The security instructions will include the complete title of the plan, which expresses its general purpose. Complete titles are usually classified if they associate the operation plan number with a planned operation, country, or other geographic area. Short titles are UNCLASSIFIED and are the normal means of referring to operation plans in all forms of communication. The security instructions may be placed inside the front cover if desired.

4. Summary of Plan.

a. The summary will provide a brief recapitulation of the mission(s) undertaken in the plan, the general situation, the concept of operations, the major forces required, key assumptions, an estimate of the time and the corresponding force level when effective operations can commence, OPSEC considerations which have significant impact on the conduct of the operations, command arrangements, and the commander's appraisal of logistic feasibility, including major requirements for mobility and logistic support.

b. When specific crisis or emergency situations arise that could require the conduct of operations by Coast Guard forces, an essential element in decisions by supported commanders (i.e. area/ district commanders) is the time when appropriate forces could commence effective operations. To facilitate such decisions, each operation plan submitted for review and approval will include in the plan summary a table showing the time-phased, incremental buildup of forces in the area of concern.

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F. 4. b. (cont'd) In determining the time to commence effective operations, forces to be deployed/ employed will be considered to be at normal conditions of readiness; i.e., no advance preparations will have been made. The following additional factors will be considered; other pertinent factors may be included, as appropriate.

(1) Time for preparation and transmission of necessary orders.

(2) Reaction time, including all necessary preparations for movement and, if necessary, staging.

(3) Availability and capabilities of transportation resources and facilities.

(4) Time enroute to the area of operations, considering possible restrictions on the use of deployment routes.

(5) Reception and throughput capabilities of facilities, where appropriate.

(6) Time for "marry-up" of forces and equipment deployed by separate movement modes, including "marry-up" with prepositioned equipment when appropriate.

(7) Availability and capability of transport systems within the area of operations, where required.

(8) Time required in the area of operations for final preparation of forces.

5. Table of Contents. The table of contents for OPLANs will list all annexes and appendices, including all those listed in the sample table of contents, with those not used or separately published so indicated. A revised table of contents will be published with each change which requires the addition or deletion of pages.

6. Basic Plan. The basic plan should make reference, where appropriate, to annexes which have been prepared.

7. Execution Checklist. The checklist summarizes actions which the preparing commander or organization can identify as being required of supporting and supported commanders, and other headquarters, agencies, and units external to the chain of command in order to insure the coordinated initiation of the operation.

8. Distribution List. The distribution list accounts for all copies of the plan and informs users as to the headquarters, agencies, and units which hold the plan. Since military operation plans are sensitive documents, distribution should be the minimum essential for planning.

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F. 8. (cont'd) Care should be exercised to insure that the plan (or appropriate extracts thereof) is provided to all US military commands and agencies which are expected to support the planned operation.

G. Administrative Instructions.

1. Pages of military operation plans are numbered at the bottom center to indicate the page order within each element of the plan. Thus, page C-1-A-3 would denote page 3 of Tab A to Appendix 1 to Annex C.

2. Each separate element of a plan will bear the date of issue or, when appropriate, revision. Until a plan is revised, all elements should bear the same date of issue.

3. The basic plan and each annex are signed or authenticated by an appropriate officer. Full signature blocks are used. Appendices, tabs, enclosures, and maps do not require signature except when distributed separately from the basic plan.

4. Annex designations are capitalized (SOLID CAPITALS) in all reference to specific annexes. References to other attachments are lower case (Initial Capitals).

5. Paragraph titles are capitalized and underlined (SOLID CAPITALS).

6. Subparagraph titles are in lower case and underlined (Initial Capitals).

7. Subparagraphs and all subtitles are shown in lower case and NOT underlined (Initial Capitals), EXCEPT where forces, commands, or agencies are identified or tasked; these will be capitalized and underlined (SOLID CAPITALS). When a paragraph is subdivided, it must have at least two subdivisions.

   a. When paragraphs are subdivided, numbered, and lettered, they are designated as follows: 1, a, (1), (a), 1, a, (1), (a).

   b. Each progressive subdivision of a paragraph is initially indented an additional four spaces.

8. In the text of military operation plans, place names are capitalized SOLID CAPITALS) and, where necessary for clarity, are followed by the appropriate position reference.

9. Upon the first occurrence of a title or designation in a basic plan and in each annex, it will be spelled out and followed immediately by the approved abbreviation in parentheses. Within that element of the plan, the abbreviation alone may be used thereafter.

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G. 10. To facilitate accurate posting, changes will be numbered in sequence and normally will be accomplished by the substitution of pages. Each revised page will bear the number of the change at the bottom left of the page on the same line as the page classification. The revised passage will be identified by a vertical line in the left margin of the revised page. Pen-and-ink changes are permissable but will not be used to effect lengthy changes. This procedure should be used only for minor corrections such as changes to numbers, dates, single words, and short phrases.

H. Classification and Security Markings.

1. Each plan will be assigned an overall security classification based on its content.

2. The long title of an operation plan is classified when it associates the PIN with a planned operation, country, or other geographic area. The long title of a plan is not used in the attachments to basic plans.

3. Each major component of a plan, including the security instructions, the plan summary, table of contents, and each annex, appendix, tab, enclosure, and map is classified separately in accordance with the highest classification of any portion of its contents. The first page of each element will be marked with the highest classification and most restrictive downgrading/declassification marking contained in the element.

4. Any major component containing Restricted Data, NOT RELEASABLE TO FOREIGN NATIONALS, or other special access requirements will bear appropriate markings as required by pertinent security instructions.

5. Each portion, section, part, paragraph or subparagraph of a classified document shall be marked to show the level of classification, or that the portion, section, part, paragraph or subparagraph is unclassified. It is the intent of this requirement that a document and portions of a document be sufficiently well marked that any uncertainty as to which of its portions contains or reveals information which must be protected will have been eliminated. Classification levels of portions of a document shall be shown by the appropriate classification symbol placed immediately following the portion letter or number, or in the absence of letters or numbers, immediately before the beginning of the portion. The parenthetical symbols "(TS)" for Top Secret, "(S)" for Secret, "(C)" for Confidential, and "(U)" for Unclassified, shall be used. When appropriate, the symbols "RD" for Restricted Data and "FRD" for Formerly Restricted Data shall be added, e.g., "(S-RD)" or "(C-FRD)".

6. The classification of charts, diagrams, tables, and maps will be shown by notation under the title block of such attachments. The markings also shall be inscribed at the top and bottom of each such document.

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H. 7. Each page shall be marked at the top and bottom with the highest classification of information appearing thereon, including the designation "UNCLASSIFIED" when appropriate. When a page has printing on both sides, the higher of the two-page classification will be used on both pages. In such cases, the lower classification page will be further annotated: "This page is _____"(its own classification or UNCLASSIFIED).

I. Distribution of Operation Plans.

1. Except as otherwise provided, the commander or organization preparing an operation plan determines its distribution and his requirement for copies of supporting plans.

2. Military operation plans normally will be distributed complete with all necessary annexes and other attachments, except that separate distribution of annexes for security reasons is authorized. When wider distribution than that accorded the OPLAN is required, additional distribution of individual annexes is authorized. The provisions of this subparagraph also apply to CONPLANs in those cases where annexes or other attachments have been prepared.

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(Format for OPLAN Cover Page)

CLASSIFICATION

LONG TITLE OF COMMAND
(e.g. COMMANDER SEVENTH COAST GUARD DISTRICT)

SHORT TITLE OF PLAN
(e.g. CCGD7 OPLAN E-200(U))

CLASSIFIED BY_____
REVIEW ON_____

Copy_____of_____Copies
Control No._____

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CLASSIFICATION

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(Format For Letter of Transmittal)

CLASSIFICATION

NAME/ADDRESS
OF
COMMAND

date

SUBJECT: SHORT TITLE OF PLAN

SEE DISTRIBUTION (ANNEX Z)

1. ( ) Describe the scope of the OPLAN.

2. ( ) Describe the requirements that the plan fulfills.

3. ( ) List the effective date of the plan and the title of the superseded plan if appropriate.

4. ( ) List the local commands/agencies with which elements of the plan were coordinated.

5. ( ) Stipulate the requirements for the preparation of supporting plans by subordinate commands. Set forth the reviewing and approving procedure regarding subordinate/supporting plans.

6. ( ) Include a statement substantially as follows:

"When separated from the enclosure, this letter is downgraded to (proper classification)."

Signature
Title

ORIGINAL

CLASSIFICATION

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(Format For Security Instructions and Record of Changes)

CLASSIFICATION

Name/Address
Of Command
Date

SHORT TITLE OF PLAN (U)
SECURITY INSTRUCTIONS (U)

1. This paragraph will state the long and short titles of the plan. Both titles are usually unclassified unless they associate the plan number with a planned operation, country, or other geographic area. The normal means of referring to operations plans in most forms of communications is by use of the short title.

Example: "The long title of this plan is Commander, Seventh Coast Guard District Oplan E-200(U). The short title is CCGD7 Oplan E-200 (U.)"

2. This paragraph states the overall classification of the plan, why it is classified, and sets forth guidelines for the dissemination of the information contained in the plan.

Example: "This document is classified (overall classification) to protect information revealing operational plans of US military forces. Information contained herein will be disseminated only to those agencies and personnel whose official duties specifically require knowledge of the plan, including those required to develop supporting plans."

3. Paragraph three shall consist of the following statement:

"This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Sections 793 and 794. The transmission or revelation of information contained herein, in any manner, to an unauthorized person is prohibited by law."

4. This paragraph sets forth guidelines for the reproduction of all or parts of the plan. Space for recording changes to the plan is also provided. Changes may be on this page or on a separate page, if desired.

Example: "Reproduction of this document in whole or in part without permission of this headquarters is prohibited except as required for the preparation of supporting plans."

CLASSIFICATION

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RECORD OF CHANGES

CHANGE NUMBER	COPY NUMBER	DATE ENTERED	POSTED BY

BEST DOCUMENT AVAILABLE

(Format, Plan Summary)

CLASSIFICATION

Name/Address
of Command
Date

SHORT TITLE OF PLAN (U)
PLAN SUMMARY (U)

1. ( ) PURPOSE: Provide a concise description of the purpose to be achieved by executing the plan. If this is a supporting plan, indicate the plan(s) which it supports.

2. ( ) CONDITIONS FOR EXECUTION:

a. ( ) Summarize the conditions under which the plan may be executed and who may order execution.

b. ( ) Include a statement substantially as follows:

"This summary provides military decisionmakers a brief recapitulation of the major aspects of this plan. It is based on planning factors and estimates available at the time of preparation and subject to modification in the content of a specific contingency. The information contained herein should be reviewed and, if necessary, updated prior to use in adopting courses of action in a particular situation."

3. ( ) OPERATIONS TO BE CONDUCTED:

a. ( ) Forces Assigned. Summarize the major forces assigned to this operation in terms of those available within the planning area. Summarize augmentation required from other sources.

b. ( ) Employment. Indicate the general nature of operations to be conducted in the geographic area covered by the plan.

c. ( ) Deployment. Summarize movements of primary forces necessary to support operations.

d. ( ) Supporting Plans. List requirements for supporting plans to be prepared by subordinate and supporting commands.

CLASSIFIED BY _____
REVIEW ON _____

CLASSIFICATION

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4. ( ) ASSUMPTIONS: Summarize key assumptions as listed in the basic plan.

5. ( ) OPERATIONAL CONSTRAINTS AND SHORTFALLS: List major factors that may prevent accomplishment of all or part of the missions detailed in the plan. Consider, among other things:

- Lack of personnel/equipment resources to conduct all operations envisioned by the plan.

- Lack of secure communications.

6. ( ) TIME TO COMMENCE EFFECTIVE OPERATION: Provide a tabular summary showing the time-phased incremental build-up of Coast Guard forces in the planning area. Deployment of primary units both within the geographic area covered by the plan and to commands outside of the planning area, will also be shown. The following examples, with required column headings are provided for different planning levels:

AVAIL	UNIT	NO.	(AREA) LOCATION	DESTINATION	CLOSURE	NOTES
M+	WHEC/378	2	East Coast		M+	(1)
M+	HC-130	6	East Coast		M+	
M+	ELAT	4	East Coast		M+	(2)

Notes:
(1) WHEC: Hamilton Class, High Endurance Cutters
(2) ELAT: Explosive Loading Advisory Teams

AVAIL	UNIT	NO.	(DISTRICT) LOCATION	DESTINATION	CLOSURE	NOTES
M+	MSO's	3	Baltimore Hampton Rds Wilmington	N/A	In place	(1)
M+	CGC RELIANCE	1	Yorktown		M+	(2)

Notes:
(1) MSO's: Marine Safety Office
(2) Medium Endurance Cutter for deployed Search and Rescue Unit (SARU)

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(MSO PLANNING ZONE)

AVAIL	UNIT	NO.	LOCATION	DESTINATION	CLOSURE	NOTES
M+	USCGC PT HIGHLAND	-	Crisfield MD			(1)
M+	Boat Crews	2	Station Ocean City, MD			(2)
M+	Hazardous Material Teams	1	Reserve Unit Baltimore MD			

Notes:

(1) 82 Ft Patrol Boat

(2) Boat Crews for vessels 41 Ft or less in length

7. ( ) OPSEC: Summarize measures taken or required to be taken for operations security including communications security and counterintelligence. Include measures for dealing with classified information lost or compromised despite security measures.

8. ( ) COMMAND RELATIONSHIPS: Briefly discuss the command relationships to be employed in executing the plan in terms of accomplishing both federal (statutory) functions and naval (military) functions. Summarize, command relationships established upon transfer of selected units directly to commanders of other service components.

9. ( ) LOGISTICS APPRAISAL: Provide an estimate of the logistical feasibility of conducting operations under the plan. Summarize logistical constraints, impacting on the plan, such as insufficient numbers of aircraft, small boats, ordnance, berthing and messing facilities.

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of Command

Date

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*NOTE: These appendices will be included in Annex C, the order of their placement in this annex will be as prescribed by the cognizant FLTCINC in his Oplan.

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ANNEX Q, COMMERCIAL VESSEL SAFETY

Appendix 1, Phasing and Deployment of Merchant Marine Details (MMD's)

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(Format For Basic Plan)

CLASSIFICATION

Name/Address
of Command
Date

SHORT TITLE OF PLAN (U)
BASIC PLAN

1. ( ) SITUATION:

a. ( ) General. Briefly describe general circumstances under which the plan would be executed. Discuss both worldwide and local pre-conditions for execution of the plan.

b. ( ) Enemy. Identify the forces that are expected to oppose the execution of the plan. Refer to ANNEX B for details, discussing any group whose actions, whether violent or non-violent, disrupt, undermine or anyway may interfere with mobilization or defense-related efforts.

c. ( ) Friendly.

(1) ( ) Describe the operations and availability of local forces (i.e. police, fire departments, other military, etc.) which can assist in the execution of the plan.

(2) ( ) List the specific tasks of friendly forces or agencies which will directly support the execution of this plan.

d. ( ) Assumptions. List the assumptions on which the plan is based. The assumptions listed should be either those conditions which are most likely to exist or other probable conditions which, should they occur, would have a significant impact on this plan or supporting plans. Assumptions normally state expected conditions over which the commander has no control. Those included must be directly relevant to the development of this plan and supporting plans and should express conditions which, should they not occur as expected, would invalidate the entire OPLAN or its concept of operations. Additional assumptions relevant to specific aspects of the operation are included in appropriate annexes.

2. ( ) MISSION: State concisely the task and purpose to be accomplished by executing this plan.

3. ( ) EXECUTION:

a. ( ) Concept of Operations.

(1) ( ) General. Explain in broad terms how the missions are to be accomplished under various circumstances, such as a minor contingency, a

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major contingency, general war.

(2) ( ) Employment. Describe how forces are to be utilized, indicating reference to ANNEX C (i.e five 31' utility boats will be employed in port security).

(3) ( ) Deployment. Summarize the requirements to relocate forces from their normal peacetime locations to their area of operations. (i.e. five 31' utility boats will be deployed from group X to MSO Y).

b. ( ) Tasks. In separate numbered subparagraphs list the tasks assigned to each element of the preparing command.

c. ( ) Coordinating Instructions.

(1) ( ) State when the plan is effective for planning purposes and operations. Include instructions for the implementation of part or all of the plan in the event of communications failure.

(2) ( ) List military commands and civilian authorities with which coordination is essential for execution of the plan.

(3) ( ) Define terms relating to the timing and execution of deployments/employments under the plan (i.e. M-Day; C-Day; K-Day; L-Day).

(4) ( ) List any additional coordinating instructions required.

4. ( ) ADMINISTRATION AND LOGISTICS:

(a) ( ) Concept of support. Give broad guidance as to how logistic, administrative, and personnel support are to be provided. Additional subparagraphs will refer to the annexes which provide detailed guidance on each major aspect of support.

(b) ( ) Logistics. ANNEX D.

(c) ( ) Personnel. ANNEX E.

(d) ( ) Public Affairs. ANNEX F.

(e) ( ) Civil Affairs. ANNEX G.

(f) ( ) Environmental Services. ANNEX H.

5. ( ) COMMAND AND SIGNAL:

(a) ( ) Command Relationships. ANNEX J.

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(b) ( ) Command Posts. List the designations and locations of each major command involved in executing the plan. List also Alternate Headquarters as established in response to COMDTINST. 3050.2C and the Coast Guard Continuity of Operations Plan (COGARD COOPLAN)

(c) ( ) Succession to Command. Designate in order of succession the Commander responsible for assuming command in specific circumstances to assure continuity of operations.

(d) ( ) Signal.

(1) ( ) Communications. Provide a general statement describing the scope and type of communications applicable to the operation. Refer to ANNEX K for detail.

(2) ( ) Electronics. Provide a statement indicating the scope and employment of electronics systems applicable to plan operations. Refer to ANNEX K for details.

S/ SIGNATURE OF RESPONSIBLE COMMANDER
i. e. COMMANDANT, AREA COMMANDER, ETC.

ANNEXES: (List only those actually used)

A TASK ORGANIZATION
B INTELLIGENCE
C OPERATIONS
D LOGISTICS
E PERSONNEL
F PUBLIC AFFAIRS
G CIVIL AFFAIRS
H ENVIRONMENTAL AFFAIRS
J COMMAND RELATIONSHIPS
K COMMUNICATIONS-ELECTRONICS
L OPERATIONS SECURITY
M MAPPING, CHARTING AND GEODESY
N AIDS TO NAVIGATION
P PORT SAFETY AND SECURITY
Q COMMERCIAL VESSEL SAFETY
R AUXILIARY
X EXECUTION CHECKLIST
Z DISTRIBUTION

OFFICIAL
s/
t/

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(Format for Annex A)

CLASSIFICATION

Name/Address
of Command
(Date)

ANNEX A TO SHORT TITLE OF PLAN (U)
TASK ORGANIZATION (U)

List here in two columns the major elements (commands) directly subordinate to the originator of the plan (See samples below). In addition, any organization which directly supports the planned operations, though not under the operational command of the originator of the plan, should be listed and designated as "support". The level of detail set forth in the task organization should be only that necessary to convey a clear understanding of the significant forces to be committed to the operation.

AN EXTRACT OF A HYPOTHETICAL DISTRICT TASK ORGANIZATION

ORGANIZATION	COMMANDER
Marine Safety Office New Orleans, LA	Commanding Officer, MSO New Orleans
Marine Safety Office Galveston, TX	Commanding Officer, MSO Galveston
WMEC 628	Commanding Officer, USCGC Durable

AN EXTRACT OF A HYPOTHETICAL MSO ZONE TASK ORGANIZATION

ORGANIZATION	COMMANDER
Marine Safety Office, Baltimore, MD	Commanding Officer, MSO Baltimore, MD
Group Baltimore, MD	Commander, USCG Group Baltomore, MD
Reserve Group Baltimore, MD	Commander, USCG Reserve Group Balt,MD
USCG Auxillary Flotilla 13-3	Flotilla Commander, USCG Flotilla 13-3

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Group Eastern Shore, VA

Station Ocean City, MD

WPB 82333

Commander, USCG Group
Eastern Shore, VA
Officer-In-Charge, USCG
Station Ocean City, MD
Officer-In-Charge, USCGC
Pt. Highland

T/Title of Responsible Commander

Appendix:
1 - Time-Phased Force and Deployment List

OFFICIAL:
s/
t/

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(Format, TPFDL Appendix)

CLASSIFICATION

Name, location of
of Command
(Date)

APPENDIX 1 TO ANNEX A TO SHORT TITLE OF PLAN (U)
TIME-PHASED FORCE AND DEPLOYMENT LIST (TPFDL) (U)

A	B	C	D	E	F	G	H	I
CONSEC #	UTC	FORCE DESCRIPTION	PROVIDING COMMAND	DATE AVAILABLE FOR DEPLOYMENT	INITIAL ASSIGNMENT	PRIMARY MISSION(S)	ARRIVAL	RECEIVING COMMAND
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

EXPLANATORY NOTES:

(1) SEQUENTIAL NUMBER FOR EACH FORCE LISTING.
(2) UNIT TYPE CODE (TO BE DEVELOPED AND PROVIDED BY COAST GUARD HDQRS).
(3) VESSEL IDENTIFICATION, TYPE OF FORCE COMPONENT, ETC.
(4) THE COMMAND DESIGNATED TO PROVIDE THE FORCE. IN THE EVENT OF A SHORTFALL (NON-AVAILABILITY OF THE FORCE), LEAVE THIS SPACE BLANK.
(5) THE DATE, EXPRESSED IN TERMS OF M+, BY WHICH THE FORCE IS EXPECTED TO BE AVAILABLE FOR DEPLOYMENT TO A DIFFERENT LOCATION AND/OR COMMAND.
(6) THE LOCATION OF THE COMMAND TO WHICH THE FORCE IS TO BE DEPLOYED.
(7) THE MOST LIKELY MISSIONS THE FORCE IS EXPECTED TO PERFORM UPON ITS ARRIVAL AT THE RECEIVING COMMAND.
(8) THE LASTEST DATE, EXPRESSED IN TERMS OF M+, BY WHICH THE FORCE IS EXPECTED TO ARRIVE AT THE RECEIVING COMMAND.
(9) THE COMMAND DESIGNATED TO RECEIVE THE FORCE.

CLASSIFIED BY: _____
REVIEWED ON: _____

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AN EXTRACT OF A HYPOTHETICAL DISTRICT TPFDL:

A CONSEC #	B UTC	C FORCE DESCRIPTION	D PROVIDING COMMAND	E DATE AVAILABLE FOR DEPLOYMENT	F INITIAL ASSIGNMENTS	G PRIMARY MISSION(S)	H ARRIVAL	I RECEIVING COMMAND
1		WHEC 999	CCGD 5	M + 14	WESTERN ATLANTIC	ASW/Ocean Escort	M + 30	CINCLANTFLT
2		WMEC 600	CCGD 5	M + 15	CCGD 5	Port Sec/ IUW/Coastal Surveillance & Interdiction	In Place	CCGD 5
3		Boat Crews (Sheltered Water) (4)	Reserve Groups Norfolk/ Eastern Shore	M + 3	Norfolk, VA	Port Security	M + 4	MSO Hampton Roads
4		Boat Crews (Sheltered Water) (6)	Reserve Group Balto/Station Ocean City, MD	M + 3	Balto, MD	Port Security	M + 4	MSO Balto
5		WMEC Augmentation Force	CGRU 1Z-88353	M + 3	WMEC 600	Vessel Augment.	M + 4	WMEC 999

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REVIEWED ON: _____

AN EXTRACT OF HYPOTHETICAL MS ZONE TPFDL:

A CONSEC #	B UTC	C FORCE DESCRIPTION	D PROVIDING COMMAND	E DATE AVAILABLE FOR DEPLOYMENT	F INITIAL ASSIGNMENT	G PRIMARY MISSION(S)	H ARRIVAL	I RECEIVING COMMAND
1		Boat Crew (Sheltered Water) (4)	CG RES GP Baltimore	M + 5	Balto, MD	Port Security	M + 4	CO, MSO Baltimore
2		Boat Crew (Sheltered Water) (2)	CG STA Ocean City	M-Day	Balto, MD	Port Security	M + 2	CO, MSO Baltimore
3		Commercial Vessel Safety Team (1)	CG Reserve Group Baltimore	M + 5	Balto, MD	Commercial Vessel Inspection	M + 5	CO, MSO Baltimore
4		Shoreside Patrol Security (10)	CG RES GP Baltimore	M + 5	Balto, MD	Port Security	M + 5	CO, MSO Baltimore
5		WPB 82000	Group Eastern Shore	M - Day	Balto, MD	Port Security	M + 2	CO, MSO Baltimore

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REVIEW ON: _____

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CHAPTER 5. CRISIS ACTION PLANNING

A. THE PROBLEM.

1. In the past 35 years, many military and non-military crises affecting U.S. interests were grave enough to require extensive use of Coast Guard forces. Examples include the 1980 Cuban refugee crisis, the Vietnam war, and numerous natural disasters such as hurricane AGNES.

2. Since Coast Guard functions are frequently preventive in nature requiring reaction to accidents, natural disasters, or hostile initiatives and aggression by others, our planning must predict, anticipate and counter potential threats. Almost all crises involve situations which are not predictable, and for which there are no plans. When reacting to a crisis, the Coast Guard may consider responses ranging from a wait-and-see approach to direct operations. When the Coast Guard is involved in national crisis, the Coast Guard response will be integrated into a national response which could include diplomatic or economic measures, covert actions, overt military operations, or combinations of the above.

3. Our problem is to make plans in time to send the right elements and supplies to provide an effective response to a specific situation. How rapidly can we deploy our forces to protect lives and property and to avert threats to our vital interests? How soon can we support the U.S. forces in Europe, the Persian Gulf, or elsewhere with appropriate units and material, and have them arrive in the order in which they are needed? In essence, our problem is that of planning accurately and moving rapidly.

4. Developing an operation order during a crisis situation can involve many commands and agencies with vital roles to play but very little time to coordinate actions. Yet, the contribution of each player affects the contribution of the others. For example, forces require equipment; the provision of equipment requires storage, transportation, and personnel, which in turn require civil engineering, maintenance, medical, and housekeeping support. These activities must be closely coordinated and accurately time-phased so that the resources which are not in the theater of operations are deployed there when needed.

B. THE SOLUTION.

1. The solution to the planning problem, illustrated on

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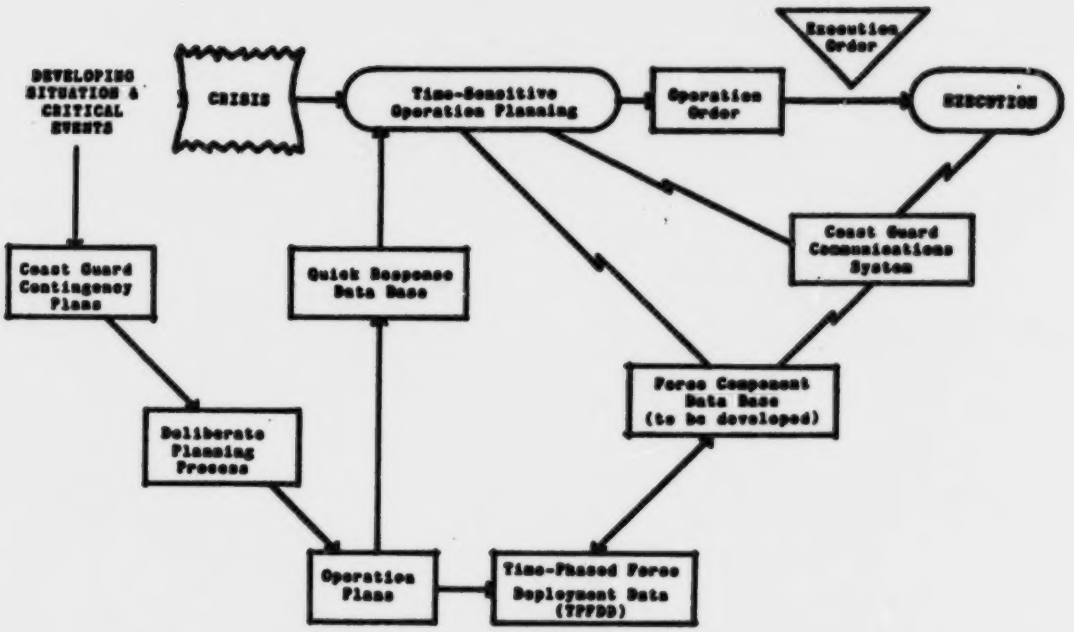
B. 1. (cont'd) page 5-2, encompasses two approaches. In peacetime, we conduct deliberate planning for the more likely and more resource-taxing contingencies. In time of crisis, we determine if there is an existing plan which can be applied. If there is one, we modify it and use it. If there is no plan, we conduct rapid, time-sensitive planning. The procedures for deliberate Military Readiness Planning and crisis action planning for contingencies are contained in this manual.

U. S. COAST GUARD

CRISIS ACTION PLANNING SYSTEM (COGARD CAPS)



2. A crisis with respect to Military Readiness is an incident that develops rapidly and creates a condition of such diplomatic, political or military importance to the United States Government that commitment of U.S. military forces is contemplated in order to achieve national objectives. As it pertains to a non-military situation, it would involve the potential commitment of Coast Guard resources for the protection of life and property due to seen or unforseen events such as natural disasters, man-made disasters, terrorist activities or other activity which will have a detrimental affect upon man and his environment.

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B. 3. The Coast Guard Crisis Action System provides a framework for developing and exchanging time sensitive information, evaluation courses of action and producing the operation orders necessary to carry out decisions of the appropriate authority.

C. TIME-SENSITIVE OPERATION PLANNING AND EXECUTION.

1. Planning for an operation, whether done rapidly in a crisis or with deliberation on a scheduled basis, requires certain steps. Upon the occurrance of a crisis, the supported commander (Area, District) must make an estimate of the situation and develop feasible courses of action, together with a concept of operations. Using information from the supporting commanders, a list of the required forces must be assembled, together with the dates they are expected to be at their destinations, ready for action. The force list must then be expanded to include support forces, sustaining supplies, and replacement materiel and personnel. At this point, forces not already in the geographic area of operations are usually described only in notional terms as augmentation "type forces" to be supplied by a providing organization such as reserve forces or aircraft controlled by area commanders.

2. Coast Guard Crisis Action Procedures are divided into phases to be performed in sequence, but if the time available is short, one or more of the phases may be compressed, combined, or omitted. The phases are described below.

a. Situation Development Phase. This phase covers day-to-day activities leading to the detection and initial assessment of an event or problem that is serious and may become a crisis. When an evert is detected, the district commander closest to the situation submits a message report to the cognizant area commander and to the Commandant. The report shall include what forces he has readily available, the major constraints to their employment, and what action he is taking or proposes to take.

b. Crisis Assessment Phase. During this phase, the Area Commander and the appropriate program manager(s) at Coast Guard Headquarters evaluate the extent of the crisis and develop possible courses of action. If the Area Commander determines that

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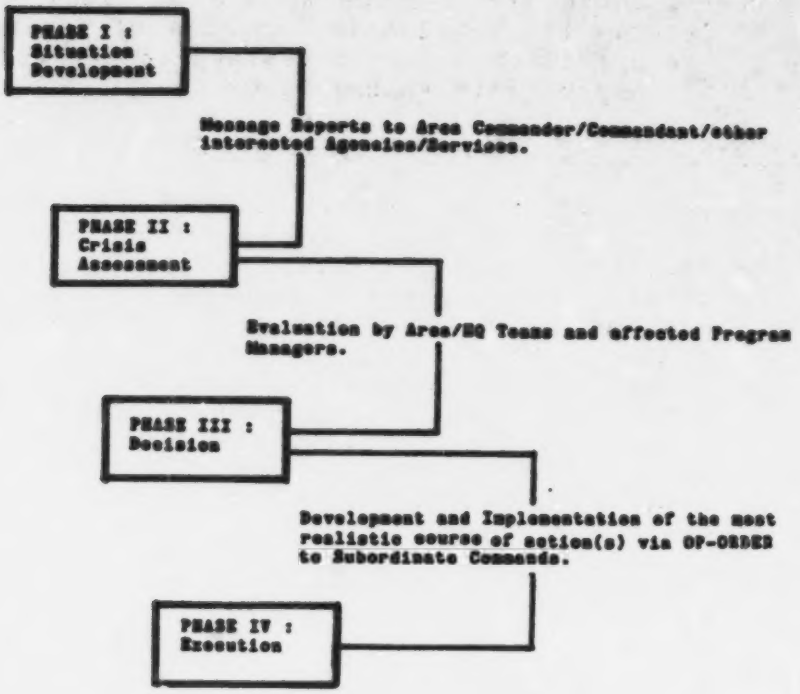
THE CRISIS ACTION PROCESS


PHASE I : Situation Development
Message Reports to Area Commander/Commandant/other interested Agencies/Services.
PHASE II : Crisis Assessment
Evaluation by Area/HQ Teams and affected Program Managers.
PHASE III : Decision
Development and Implementation of the most realistic course of action(s) via OP-ORDER to Subordinate Commands.
PHASE IV : Execution

C. 2. b. (cont'd) a crisis exists that may warrant a Coast Guard response or an increase in the present Coast Guard response, he may take action to respond with needed resources including men and material and to request additional assistance as needed from the Commandant. A list of required forces is drawn up together with their associated movement data. As a crisis evolves, special teams may be formed to deal with the situation. For example: Coast Guard Headquarters provides personnel for the JCS Operations Planning Group (OPG) and Crisis Action Team (CAT).

c. Decision Phase. After a review of the situation and refinement of the possible courses of action, the responsible commander may decide to proceed with a course of action (totally or partially), to hold, or to return the recommendation for modification.

d. Execution Phase.

(1) Following a decision to proceed with a course of action, the Area/District Commander will

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C. 2. d. (1) (cont'd) issue an operation order to the supporting commands. The narrative portion of the operation order contains the task organization, situation description, mission, concept of operations, anticipated time of execution, rules of engagement, command relationships, administration, public affairs and logistics instructions, and other guidance.

(2) A Time-Phased Force Deployment List (TPFDL) shall be included containing the list of actual forces. Any needed data regarding deployment of forces other than Coast Guard are obtained from the Joint Deployment Agency (JDA). Deployment/execution monitoring and reporting will be provided to the Commandant via the chain-of-command.

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CHAPTER 6. COAST GUARD WARTIME MISSION PERFORMANCE STANDARDS AND PRIORITY STATEMENTS

A. Introduction.

1. The mission performance standards have been established by the Headquarters program managers. The priority indicated for each function reflects the criteria stated in paragraph D.2.b. of chapter 2.

2. These mission performance standards are minimum performance goals. They are guidelines based on best available information, but are not necessarily all-inclusive. The operational commander retains the final responsibility to utilize his resources for other missions as he deems necessary.

B. Wartime Mission Performance Standards by Program. The following enclosures to this chapter contain the wartime mission performance standards, by program, in detail:

1. Aids to Navigation (ATON), enclosure (1);
2. Commercial Vessel Safety (CVS), enclosure (2);
3. Enforcement of Laws and Treaties (ELT), enclosure (3);
4. Ice Operations (IO), enclosure (4);
5. Intelligence (INT), enclosure (5);
6. Marine Environmental Response (MER), enclosure (6);
7. Marine Science Activities (MSA), enclosure (7);
8. Military Readiness (OMR), enclosure (8);
9. Port and Environmental Safety (PES), enclosure (9);
10. Recreataional Boating Safety (RBS), enclosure (10);
11. Search and Rescue (SAR), enclosure (11).

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ATON PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: Establish and maintain short-range and long-range aids to navigation.

Function: Establish and maintain short-range and long-range aids to navigation in navigable waters of the United States and other areas to meet long-term and short-term military and commercial requirements. Establish and maintain necessary aids to navigation in direct support of military operations.

Category	Sub-Function	Frequency	Priority
A. Military Essential Waterways	1. Service short-range aids to navigation; check for position and characteristics.	All - quarterly	I
	2. Service reported outages and improperly positioned short-range aids to navigation.	All - immediately	I
	3. Establish short-range aids to navigation as required to support military operations.	Immediately - Upon notification	I
B. Critical Commercial Waterways	1. Service short-range aids to navigation; check for position and characteristics.	All - quarterly	II
	2. Service reported outages and improperly positioned short-range aids to navigation.	All - immediately	I
	3. Establish short-range aids to navigation as required to support critical commerce.	All - immediately	II
C. Non-Critical Commercial Waterways	1. Service short-range aids to navigation; check for position and characteristics.	All - semi-annually	III

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Category	Sub-Function	Frequency	Priority
	2. Service reported outages and improperly positioned short-range aids to navigation.	All - within 48 hours	II
	3. Establish short-range aids to navigation as required to support maritime commerce.	Immediately - at earliest opportunity	III
	4. Service and maintain aids to navigation which support non-commercial maritime activity.	All	IV
D. Long-Range Aids to Navigation	1. Maintain long-range aids to navigation to support military requirements.	All - continuously	I
	2. Establish long-range aids to navigation to support military requirements.	Immediately - upon notification	I
	3. Restore service of long-range aids to navigation lost to hostile action or natural disaster, to support military requirements.	Immediately - upon notification	I
	4. Maintain long-range aids to navigation to support critical maritime commerce, subject to military considerations.	All - continuously	II
	5. Establish long-range aids to navigation to support critical maritime commerce, subject to military considerations.	Immediately - upon notification	II
	6. Restore service of long-range aids to navigation lost to hostile action or natural disaster, to support critical maritime commerce, subject to military considerations.	Immediately - upon notification	II

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Administer and enforce vessel material safety standards relative to the design, construction, and the equipment on vessels subject to Vessel Inspection laws (Title 52, R. S.).

Function: Administer and enforce vessel material safety standards on all applications for initial certification and related plan submittals, including factory inspections of items required by law. All U. S. vessels subject to the vessel inspection laws are required to undergo plan review and initial inspection at the time of construction. Certain designated components of each vessel system are also factory tested and inspected.

Category	Sub-Function	Frequency	Priority
A. Cargo Vessels and Tankships	1. Conduct plan approval for vessels under construction.	All - upon submittal	I
	2. Inspect vessels under construction.	All - during construction	I
	3. Inspect equipment components, as required by law, at the place of manufacture.	All - during construction or upon completion	I
B. Tank Barges Carrying Inflammable/Combustible bulk liquids ("D") and hazardous materials in bulk ("O"); and Seagoing Freight Barges	1. Conduct plan approval for vessels under construction.	All - upon submittal	II
	2. Inspect vessels under construction.	All - during construction	II
	3. Inspect equipment components, as required by law, at the place of manufacture.	All - during construction or upon completion	II
C. Passenger Vessels	1. Conduct plan approval for vessels under construction.	All - upon submittal	III
	2. Inspect vessels under construction.	All - during construction	III
	3. Inspect equipment components, as required by law, at the place of manufacture.	All - during construction or upon completion	III

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Category	Sub-Function	Frequency	Priority
D. Nautical School Ships; Oceanographic Vessels; Mobile Drilling Rigs; Miscellaneous Inspected Vessels (i.e. Setam Tugs, etc.)	1. Conduct plan approval for vessels under construction.	All - upon submittal	III
	2. Inspect vessels under construction.	All - during construction	III
	3. Inspect equipment components, as required by law, at the place of construction.	All - During construction or upon completion	III

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Administer and enforce vessel material safety standards relative to the maintenance of inspected vessels.

Function: Administer and enforce vessel material safety standards on all applications for certification and dry dock examinations. Administer and enforce vessel material safety standards on all reinspections. Certain vessels statutorially designated by class and service are required by the vessel inspection laws to undergo, at prescribed periodic intervals, certain inspections and examinations of their hulls, machinery, lifesaving and firefighting equipment, and other components, in order to meet minimal safety standards. Enforcement of this standard shall be relaxed when deemed necessary for national defense (46 CFR 6).

Category	Sub-Function	Frequency	Priority
A. Cargo Vessels	1. Inspect vessel for certification, as required.	All - biennially (annually for vessels with fire tube boilers)	I
	2. Conduct drydock examination.	All - biennially	I
	3. Conduct mid-period reinspection.	All - biennially	I
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary, excursion), as required.	All - annually	I
B. Tankships	1. Inspect vessel for certification, as required.	All - biennially	I
	2. Conduct drydock examination.	All - biennially	I
	3. Conduct mid-period reinspection.	All - biennially	I
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary), as required.	All - annually	I

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Category	Sub-Function	Frequency	Priority
	5. Conduct initial inspection for certification of previously foreign flag existing vessel.	All - upon application	I
	6. Conduct initial drydock examination of previously foreign flag existing vessel.	All - upon application	I
C. Tank Barges	1. Inspect vessel for certification, as required.	All - biennially	II
	2. Conduct drydock examination.	All - average interval once per four years	II
	3. Conduct midperiod respection.	All - biennially	II
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary), as required.	All - annually	II
D. Passenger Vessels of 100 Gross Tons or More	1. Inspect vessels for certification.	All - Annually	III
	2. Conduct drydock examination.	All - Every 18 months	III
	3. Conduct vessel reinspections.	All - three per year	III
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary, excursion), as required.	All - annually	III
E. Passenger Vessels Less Than 100 Gross Tons	1. Inspect vessels for certification.	All - Triennially	III

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Category	Sub-Function	Frequency	Priority
	2. Conduct drydock examinations.	All - every 18 months	III
	3. Conduct vessel reinspections.	All - annually except for year of triennial inspection	III
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary, excursion), as required.	All - annually	III
F. Seagoing Barges	1. Inspect vessel for certification (including certifications for change of employment).	All - binennially	II
	2. Conduct drydock examinations.	All - biennially	II
	3. Conduct midperiod reinspections.	All - biennially	II
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary), as required.	All - annually	II
G. Nautical School Ships	1. Inspect for certification.	All - Annually	III
	2. Conduct drydock examinations.	All - Average interval once per four years	III
	3. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, sanitary), as required.	All - annually	III

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Category	Sub-Function	Frequency	Priority
H. Oceanographic Vessels; Mobile Drill Rigs; Miscellaneous Inspected Vessels (i.e. Steam Towing Vessels)	1. Inspect for certification.	All - biennially	III
	2. Conduct drydock examinations.	All - biennially	III
	3. Conduct midperiod reinspections. inspections.	All - biennially	III
	4. Perform miscellaneous inspections (deficiency corrections, repairs, requirements, amendments, Sanitary), as required.	All - annually	III
	5. Former uninspected self-propelled vessels less than 300 G. T., coming under "grandfather clause" inspection including only minimal plan approval, dry dock exam, and initial inspection; assume 4-year program implementation.	25% of total vessels in category	III

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Administer and enforce vessel/material safety standards for foreign commercial vessels subject to U. S. jurisdiction.

Function: Administer and enforce vessel material safety standards on all applications and notifications pursuant to SOLAS, federal law, and federal regulations. Foreign vessels, falling within U. S. jurisdiction under circumstances specified in U. S. law, are required to meet certain U. S./SOLAS standards. All applications are processed, and the required plan approval/inspection transactions indicated in the application are performed. Checks on compliance are made by boarding 40% of all entries (approximately every other Certificate of Compliance is issued).

Category	Function	Frequency	Priority
A. Freight Vessels	1. Examine for control verification certificate.	All - upon application	II
	2. Conduct SOLAS inspection; issue SOLAS Safety Equipment Certificate	All - upon application	II
B. Cargo Vessels with Hazardous Cargoes (Letter of Compliance)	1. Conduct plan review or plan review of alteration.	All - upon submittal	II
	2. Conduct initial examination for compliance.	All - Once, prior to LOC issuance	II
	3. Conduct examinations before issuance of new LOC	All - upon application	II
	4. Conduct miscellaneous inspections (deficiency corrections, etc.), as required.	All - annually	II
C. Tank Vessels	1. Conduct initial examination of vessels calling at U. S. ports.	All - once, upon first arrival	II
	2. Conduct revisits to continue the initial examinations of vessels calling at U. S. ports.	All - twice during first year following start of initial examination.	II

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Category	Sub-Function	Frequency	Priority
	3. Subsequent examinations of vessels calling at U. S. ports.	All - annually, after initial examination	II
	4. Spot reexaminations of vessels calling at U. S. ports.	40% once per vessel annually	II
D. Passenger Vessels	1. Conduct plan approval for fire safety standards.	All - upon submittal	III
	2. Conduct SOLAS inspection; issue Passenger Ship Safety Certificate.	All - upon application	III
	3. Conduct Control Verification Certificate (CVC) examination.	All - upon application	III

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Establish and develop safety standards.

Function: Develop technical engineering and personnel qualification standatds. Establish and publish these standards through prescribed rulemaking and interpretive procedures that respond to all requests for manning standards on uninspected vessels, and that assure: structural integrity and stablility of all new vessel designs; effective utilization of fire/explosion prevention technologies on all new vessel designs and on existing vessels; effective use of fire fighting and lifesaving equipments for all equipment proposed for use, or in use, on specified vessels and offshore structures; adequate manning for inspected vessels. All U. S. inspected vessels and certain uninspected vessels, are required to meet standards for structural integrity, design stability, fire/explosion resistance, fire/lifesaving capabilities, and manning by a minimum number of personnel of various qualifications. These standards vary between vessels of the same type and service as well as between different classes. Servicewide directions and coordination is necessary to achieve consistency and uniformity.

Category	Sub-Function	Frequency	Priority
A. Develop and Establish Standards for New Vessel Materials	1. Develop and establish temporary repair criteria for materials forecast for vessel repair use.	All - upon submittal	I
	2. Develop and establish loading design, material design, structural response, stress management, and maintenance criteria for materials forecast for vessel repair/construction.	All - upon submittal	II
B. Develop and establish Structural Standards for Novel Vessel Designs.	1. Develop and establish loading design, material design, structural response, and stress criteria for new designs forecast for vessel construction use.	All - upon submittal	II
	2. Develop and establish maintenance criteria for new designs forecast for vessel construction use.	All - upon submittal	II

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Category	Sub-Function	Frequency	Priority
C. Develop and Establish Stability Standards	1. Develop and establish intact structure stability, damaged structure stability, and seakeeping criteria for new designs forecast for vessel construction use.	All - upon submittal	II
D. Develop and Establish Standards for Lifesaving Equipment	1. Develop and establish material design and performance criteria for new and existing group survival equipment.	Once for each type of equipment in use, or upon submittal for new equipment	II
	2. Develop and establish submersible survivability criteria for submersibles under construction.	All - upon submittal	III
E. Develop and Establish Fire/ Explosion Prevention Standards	1. Develop and establish vessel fire fighting procedures/technologies proposed for vessel use.	All - upon submittal	II
	2. Develop and establish vessel fire resistance and cargo insulation standards for materials/methods proposed for use on vessels.	All - upon submittal	II
	3. Develop and establish standards for newly developed vapor and fire detection equipment.	All - upon submittal	II
	4. Develop and establish fire prevention/fighting/ technology/standards/methods/ materials/procedures proposed for use on offshore facilities	All - upon submittal	II
F. Develop and Establish Standards for Cargo Containment and Transfer Systems	1. Develop and maintain an information base on characteristics and release behavior for hazardous materials carried in bulk in the marine mode.	All - when proposed for bulk marine mode transportation	II

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Category	Sub-Function	Frequency	Priority
	2. Develop and establish standards for containment/ stowage and loading design criteria for hazardous materials carried in bulk in the marine mode.	All - upon submittal	II
	3. Develop and establish cargo system design and maintenance standards for containment systems proposed for use in the transport of hazardous materials in the marine mode.	All - upon submittal	II
G. Develop and Establish Manning Standards	1. Develop and establish load/unload standards for hazardous materials carried in bulk in the marine mode.	All - upon submittal	II
	2. Develop and maintain an information base for human factors and interactions that contribute to or cause marine casualties.	Continuous	II
	3. Develop and specify manning requirements and evaluate requests for changes in manning levels for inspected vessels.	All - upon application	I
	4. Respond to requests for manning on uninspected vessels.	All - upon submittal	I
H. Develop and Establish Standards for Collision, Ramming, Grounding	1. Develop and establish standards for navigation gear reliability for inspected vessels.	All - continuous	II
	2. Develop and establish standards for structural damage resistance for inspected vessels carrying hazardous materials in bulk.	All - continuous	II

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Administer and enforce personnel standards and qualifications for all licensed and unlicensed personnel.

Function: Administer and enforce personnel standards and qualifications for all applicants. Pursuant to federal law and regulation, applicants seeking employment on specified U. S. vessels must hold appropriate licenses and/or merchant mariners' documents issued by the Coast Guard. All applicants for such licenses and documents must be processed.

Category	Sub-Function	Frequency	Priority
A. Licensed Personnel	1. Process and examine applicants for upgrade/original licenses as follows: Master or Mate; Chief or Assistant Engineer; Pilot; Staff Officer Registry; Radio Operator.	All - upon application	I
	2. Process and examine applicants for upgrade/original Ocean Operator license.	All - upon application	III
	3. Process and examine applicants for Tow Vessel Operator license.	All - upon application	II
	4. Process and examine applicants for following licenses: Inland Operator; Motorboat Operator.	All - upon application	III
	5. Process and examine applicants for license renewal.	All - every 5 years	I
B. Unlicensed Personnel	1. Process all applicants for the following: original entry into service of the U. S. Merchant Marine; Lifeboatman certification; Able Seaman certification; Tankerman certification; Qualified Member of Engine Department certification.	All - upon application	I

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Administer and enforce safety equipment and material standards for offshore platforms.

Function: Administer and enforce safety equipment and material standards applicable to all offshore structures. Structures are required by law and regulation to have certain safety equipment. Routine compliance boarding is conducted to ascertain that this euipment is on board and usable. New legislation will require structural and material standards to be implemented through plan approval and material inspection.

Category	Sub-Function	Frequency	Priority
A. Offshore Fixed Platforms	1. Examine safety equipment on offshore platforms.	As deemed necessary by OCMI	III
B. New Authorities over Offshore Fixed Platforms under OCS legislation	1. Conduct plan approval for such platforms under construction.	All - upon submittal	III
	2. Inspect such platforms under construction.	All - during construction	III
	3. Inspect equipment components (required by law to be inspected) at the place of manufacture.	All - during construction and/or upon completion	III
	4. Conduct an inspection for certification for offshore fixed platforms.	All - annually	III

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Initiate and conduct investigations of reported marine accidents, casualties, violations of laws and regulations, misconduct, negligence, incompetence, and deaths on uninspected pleasure craft.

Function: Initiate and conduct investigations on all reported incidents which require investigation under federal laws. Each report received must be processed in accordance with the laws and their implementing regulations. Note that personnel casualties or vessel/equipment damage resulting from enemy action are not reportable marine casualties.

Category	Sub-Function	Frequency	Priority
A. Marine Casualties	1. Convene Marine Boards of Investigation to investigate marine casualties from non-hostile causes, resulting in loss of life, incapacitating injuries greater than 72 hours' duration, or property damage greater than $1500.	All - when reported & MBI convened	II
	2. Prepare formal and informal narrative for investigated marine casualties.	All - when reported & formal/informal report is made	II
	3. Prepare letter of transmittal for the investigation narratives.	All - when reported & letter of transmittal is made	II
	4. Conduct informal investigation of deaths due to natural causes.	All - when reported & natural death format utilized	III
	5. Prepare closing letters to file for investigations.	All - when reported & closed	II

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Category	Sub-Function	Frequency	Priority
B. Personnel	1. Upon investigation of reported acts of negligence, misconduct, incompetence, and/or violation of law or regulation by persons licensed or certificated by the Coast Guard, conduct hearings for all chargeable offenses; conduct dismissal for all chargeable offenses when charges are not proven.	All - when reported	I
	2. Upon investigation of reported acts of negligence, misconduct, incompetence, and/or violation of law or regulation by persons licensed or certificated by the Coast Guard, accept and process surender of certificates for chargeable offenses; issue warnings for minor chargeable offenses when warnings accepted; accept voluntary deposits pending resolution for cases where evidence of physical or psychiatric disability is received; close cases without action where no evidence is developed to substantiate charges or they are referred to other jurisdictions.	All - when reported	I

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CVS PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Facilitation of marine transportation through the admeasurement of commercial vessels and administration of vessel documentation laws.

Function: Conduct admeasurement on all applicants. Federal law requires that owners of certain vessels admeasure their vessels to determine applicability of various statutes and regulations relating to vessel tonnage. All applications for admeasurement must be processed. Federal law requires that vessel registration forms and official numbers be issued to specified vessels. Each application must be processed, thereby becoming a "transaction".

Category	Sub-Function	Frequency	Priority
A. Pleasure Vessels	1. Admeasure applicants using the simplified method.	All - upon application	IV
B. Self-Propelled Commercial Vessels	1. Admeasure applicants.	All - upon application	III
C. Non-Self-Propelled Commercial Vessels	1. Admeasure applicants for vessels greater than 5 gross tons.	All - upon application	III
D. Administer Vessel Documentation Laws	1. Record instruments of title for applicants.	All - upon application	II
	2. Administer license renewals and change of Master endorsements.	All - upon submittal	II
	3. Record, process and issue vessel documents for qualifying applicants.	All - upon submittal	II
	4. Administer issuance of abstract of title for qualifying applicants.	All - upon submittal	II
	5. Administer requisite procedures for applicants for vessel name changes.	All - upon submittal	II

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ELT PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: Enforce Fishery Conservation and Management Act of 1976 (16 USC 1801 et. seq.) and other Fishery Conservation Laws

Function: To ensure compliance by both foreign and domestic fishing communities, of the regulations governing the management and conservation of the living marine resources from 3 to 200 nautical miles off the U. S. coast. To act as a U. S. naval presence in the Fisheries Conservation Zone.

Category	Sub-Function	Frequency	Priority
A. Foreign Fishing Vessels	1. Conduct surveillance and boardings in the active fishing areas of the Fisheries Conservation Zone to ensure compliance with the regulations regarding retention of catch, record-keeping, area closures, and other conditions and restrictions.	All - continuous	III
	2. Conduct surveillance of Fisheries Conservation Zone outside the active fishing areas to ensure no illegal fishing is undertaken.	Continuous	III
	3. Ensure compliance with other related marine life conservation laws & treaties which are applicable to foreign vessels, through boarding and surveillance.	All - continuous	III
B. Domestic Fishing Vessels	1. Conduct surveillance and boardings to ensure compliance with fishery regulations, including, but not limited to, catch limits, closed areas and net mesh size.	All - continuous	III
	2. Ensure compliance with other conservation laws, such as the Marine Mammal Protection Act and Endangered Species Act, through boarding and surveillance.	All - continuous	III

Category	Sub-Function	Frequency	Priority
C. All Vessels, Vehicles and Objects, On, Above and Under the Surface	1. Provide operational intelligence to Coast Guard operating programs and other agencies as required.	Continuous	I
D. Joint Venture Projects	1. Conduct surveillance and boardings of joint venture vessels to ensure compliance with special regulations pertaining to these projects.	All - continuous	III
E. Gear Conflicts	Board and investigate claims regarding gear conflicts between foreign and domestic fishing vessels to ascertain liability.	All - upon notification	III
	2. Maintain case files on gear conflicts to determine any illegal patterns in fishing operations which may be altered or ceased to reduce gear conflicts.	All - continuous	III

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ELT PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS AND PRIORITIES

Mission: Enforce Customs, Immigration and other applicable federal laws within and adjacent to the Customs Waters.

Function: Ensure compliance with all laws by domestic vessels, and compliance with all applicable federal laws by foreign vessels.

Category	Sub-Function	Frequency	Priority
A. Domestic Vessels	1. Patrol and conduct boardings of domestic vessels within and adjacent to the Customs Waters to ensure compliance with customs laws (i. e. importing illicit drugs, arms, etc.)	All - continuous	III
	2. Patrol and conduct boardings and surveillance within and adjacent to the Customs Waters to detect those vessels which may be stolen/ hijacked.	All - continuous	III
	3. Patrol and conduct boardings and surveillance within and adjacent to the Customs Waters to ensure compliance with immigration laws regarding entry of aliens.	All - continuous	III
B. Foreign Vessels	1. Conduct boardings, either with permission of, or for the flag state of vessels, within and adjacent to the Customs Waters, to ensure compliance with applicable customs laws.	All - continuous	III
	2. Conduct surveillance, and board, with permission of the flag state, those vessels in violation of U. S. immigration laws, within and adjacent to the Customs Waters.	All - continuous	III

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ICE OPERATIONS CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: To support, facilitate and assist military operations, and the flow of military essential cargoes, critical commercial cargoes, and other commerce.

Function: To open ice-bound channels and harbors to support military operations, the supply and re-supply of remote military and scientific outposts, maritime commerce critical to the nation's economic health, and other maritime commerce.

Category	Sub-Function	Frequency	Priority
A. Military Essential Waterways	1. Open and maintain ice-bound waterways for transit by commercial vessels with military essential cargoes, or by naval vessels.	All - as required	I
	2. Respond to requests for assistance from ice-bound commercial vessels with military essential cargoes, or by naval vessels.	All - immediately	I
	3. Respond to requests for assistance from ice-bound vessels with cargoes critical to national economic health.	All - immediately	II
	4. Open and maintain ice-bound waterways for transit by vessels with cargoes critical to national economic health.	All - as required	II
	5. Respond to requests for assistance from ice-bound vessels with non-critical commercial cargoes.	All - immediately	III
	6. Open and maintain ice-bound waterways for transit by vessels resupplying remote scientific stations.	All - as required	III
	7. Open and maintain ice-bound waterways for transit by commercial vessels with non-critical cargoes.	All - as required	III

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Category	Sub-Function	Frequency	Priority
B. Critical Commercial waterways	1. Open and maintain ice-bound waterways for transit by commercial vessels with cargoes critical to national economic health.	All - as required	II
	2. Respond to assistance requests from ice-bound commercial vessels with with critical cargoes.	All - as required	II
	3. Open and maintain ice-bound waterways for transit by commercial vessels with non-critical cargoes.	All - as required	III
	4. Respond to assistance requests from ice-bound commercial vessels with non-critical cargoes.	All - as required	III
C. Non-Critical Commercial Waterways	1. Open and maintain ice-bound waterways for transit by commercial vessels with non-critical cargoes.	All - as required	III
	2. Respond to requests for assistance from ice-bound commercial vessels with non-critical cargoes.	All - as required	III

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INT PROGRAM CONTINGENCY/WARTIME MISSIONS PERFORMANCE STANDARDS & PRIORITIES

Mission: Perform intelligence functions within the MS planning zone.

Function: Provide for the overall security of the Coast Guard to preclude internal or external disruptive forces from hindering or preventing the accomplishment of Coast Guard missions and to protect national security. Provide operational intelligence to all Coast Guard missions.

Category	Sub-Function	Frequency	Priority
A. Investigation	1. Investigate reported or suspected violations of the UCMJ.	All - Upon notification	III
	2. Investigate reported or suspected violations of internal or personnel security requirements.	All - Upon notification	I
B. Operational Intelligence	1. Monitor and locate seaborne traffic within 200 miles of the coast.	All - As directed by operational command	I
	2. Provide operational intelligence to support operational programs.	Continuous - as directed by operational command	I
C. Security	1. Perform security inspections at Coast Guard units as required.	All - annually	I
	2. Determine security requirements for Coast Guard units and provide all Coast Guard units with an effective physical security system.	All - upon application	I
D. Classified Material Management	1. Implement adequate measures and techniques in accordance with Navy standards and procedures to prevent compromise of classified information through electronic means.	As required	I

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Category	Sub-Function	Frequency	Priority
	2. Establish and maintain a classification management system in accordance with Navy standards and procedures at Coast Guard units to meet national security requirements.	All - upon application	I

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MER PROGRAM CONTINGENCY/WARTIME PERFORMANCE STANDARDS & PRIORITIES

Mission: Administer and enforce laws governing protection of the marine environment.

Function: Organize and supervise pollution incident response to mitigate threat to military essential or critical facilities, and to minimize loss of strategic materials.

Category	Sub-Function	Frequency	Priority
A. Jurisdictional Waters	1. Patrol COTP zone jurisdictional waters for evidence of pollution incidents.	Weekly	III
	2. Initiate cleanup immediately and supervise cleanup and recovery operations, where incident poses immediate threat of fire, explosion or impediment to navigation at military essential commerce or facility, and to prevent further loss of strategic resource.	All	I
	3. Initiate cleanup immediately and supervise cleanup and recovery operations where incident poses immediate threat of fire, explosion or impediment to navigation at critical commercial waterfront facility or to critical commerce.	All	II
	4. Initiate cleanup and supervise cleanup and recovery operations where incident poses threat to non-critical commercial waterfront facility or to non-critical commerce.	All	III
	5. Initiate cleanup and supervise cleanup and recovery operations where incident poses threat to non-commercial waterfront facility or to non-commercial maritime activity.	All	IV

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Category	Sub-Function	Frequency	Priority
	6. Investigate pollution incidents in waterways utilized for movement of military essential materials.	All	I
	7. Investigate pollution incidents in other commercial waterways.	All	III
	8. Investigate pollution incidents in non-commercial waterways.	All	IV

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MSA PROGRAM CONTINGENCY/WARTIME MISION PERFORMANCE STANDARDS & PRIORITIES

Mission: Perform marine science activities in support of Coast Guard missions.

Function: Conduct international ice patrol, provide operational oceanographic services for support of Search and Rescue, Marine Environmental Protection, Ice Operations and other Coast Guard programs, and cooperate with and assist other government and scientific organizations in support of national marine science objectives.

Category	Sub-Function	Frequency	Priority
A. Military Essential waterways	1. Detect, identify and track icebergs entering ice patrol area.	All - continuously	III
	2. Provide iceberg information to shipping transiting ice patrol area.	All - continuously	III
B. Critical Commercial Waterways	1. Detect, identify and track icebergs entering ice patrol area.	All - continuously	III
	2. Provide iceberg information to shipping transiting ice patrol area.	All - continuously	III
C. Maritime Region	1. Provide surface current information for use in military and military essential SAR cases.	All - as required	I
	2. Provide ice information services and technical support to ice operations program.	As required	II
	3. Provide technical support to the MEP program in the coastal zone and open ocean.	As required	III
	4. Provide marine scientific services to other concerned agencies.	As required	II

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OMR PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: Conduct inshore undersea warfare.

Function: Detect, classify, localize and prosecute enemy surface and subsurface craft, swimmers and waterborne forces at priority I coastal ports.

Category	Sub-Function	Frequency	Priority
A. Submerged Vessels, Small Craft and Waterborne Forces	1. Search assigned area for suspicious underwater and surface contacts.	All - upon notification	I
	2. Prosecute suspicious contacts to determine identity and render harmless.	All	I

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OMR PROGRAM CONTINGENCY/WARTIME MISSION PRIORITY STANDARDS & PRIORITIES

Mission: Provide convoy escort.

Function: Provide escort for military essential and economic convoys to deter attacks by hostile forces, respond to such attacks, and ensure safe transit of vessels through areas of responsibility.

Category	Sub-Function	Frequency	Priority
A. Military Essential Convoys	1. Escort through area of responsibility.	As directed by cognizant task force commander	I
B. Economic Convoys	2. Escort through area of responsibility.	As directed by cognizant task force commander	II

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PES/WER/WWM PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: To assure the safety and security of vessels, ports and waterways, and their related shoreside facilities so that cargoes essential to the war effort and essential for the support of wartime industrial mobilization can be effectively transshipped. To maintain the quality of the marine environment.

Function: Patrol harbors, anchorages, waterways and facilities. Supervise cargo transfers. Exercise control over merchant vessels and fishing vessels. Investigate facility casualties, sabotage, fires and pollution incidents. Supervise cleanup of pollutants.

Definitions:

Military Essential Facility: A commercial or military port facility considered essential to the accomplishment of military strategic objectives. Specifically designated under "IA MIL" in the list of strategic ports.

Critical Commercial Waterfront Complex: A waterfront facility or land structure that produces products or services essential to the support and maintenance of the nation's civilian economy and industrial base during wartime. Petroleum transfer facilities should be considered critical if they have a minimum transfer capacity of 100,000 bbls per day (crude) or 10,000 bbls per day (product).

Military Essential Waterway: An access route to one or more military essential facilities.

Critical Commercial Waterway: An access route to one or more critical commercial waterfront complexes.

Security Zone: a limited access area established pursuant to 50 USC 191.

Safety Zone: a limited access area established pursuant to 33 USC 1221.

Restricted Area: a limited access area established by the Commandant pursuant to 50 USC 191.

Cargo of Particular Hazard: a dangerous cargo specified in 33 CFR 126.10.

Priority IA-Military Essential Port (IA MIL): a port designated as essential to the throughput of personnel and supplies in support of military objectives.

Priority IA-Major Commercial Port (IA COM): a port considered to be critical for the support of wartime industrial mobilization and the national economy.

Priority IB-Regionally Critical Port: a port considered to be critical for the support of wartime indistrial mobilization, due to its strategic location.

Priority IC-Major Bulk Port: a strategically located port which is equipped for the transshipment of bulk cargoes essential for the support of wartime industrial mobilization.

Priority ID-Major Great Lakes Port: a strategically located port on the

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Great Lakes which is used for the transshipment of cargoes considered essential for the support of wartime industrial mobilization.

Priority IIA-Medium Bulk Port: A strategically located port which is equipped for the transshipment of limited quantities of bulk cargoes essential for the support of wartime industrial mobilization.

Priority IIB-Other Great Lakes Port: a port on the Great Lakes which is used for the transshipment of cargoes considered essential for the support of wartime industrial mobilization.

Priority III-Other Bulk Port: a port equipped for the transshipment of limited quantities of bulk cargoes essential for the support of wartime industrial mobilization.

Wartime Mission Priority Categories:

Priority I: Functions in support of military objectives.

Priority II: Functions involving the commercial maritime clientele essential to the war effort and national economic health.

Priority III: Functions involving other maritime commerce.

Priority IV: Functions involving private, non-commercial maritime clientele.

Non-Aligned Nations: Nations which have formally proclaimed neutrality during a period of international conflict.

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Category	Sub-Function	Frequency	Priority
A. Harbor, Anchorage, Waterway and Facility Patrols	1. Patrol to note and advise MSO/COTP of presence of commercial vessels in harbor and at anchor.	Complete coverage every 4 hours on random basis	I
	2. Provide security to vessels.	As required	I
	3. Enforce anchorage regulations.	All	I
	4. Enforce load-line regulations.	All	I
	5. Investigate suspicious vessels.	All	I
	6. Check for unsafe pier conditions and improperly moored vessels at military essential facilities. (Priority IA MIL Ports)	All - every 4 hours	I
	7. Establish Safety Zones around moving vessels carrying military essential cargoes.	As required	I
	8. Escort vessels carrying military essential cargoes.	All	I
	9. Establish Security Zones around military essential facilities when handling military essential cargo. (Priority IA MIL Ports)	All	I

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Category	Sub-Function	Frequency	Priority
	10. Establish Security Zones around critical commercial waterfront complexes and anchorage areas subject to threat (Priority IA COM & IB Ports)	As required	II
	11. Establish Security Zones around critical commercial waterfront complexes and anchorage areas subject to threat (Priority IC, ID, II and III Ports)	As required	III
	12. Monitor Security Zones from waterside.	All - continuous	II
	13. Patrol military essential waterways and approaches, reporting suspicious activities or unusual circumstances.	Complete coverage every 4 hours on random basis	I
	14. Provide transportation for other agencies as required.	All - resources permitting	II
	15. Manage and control the movements of vessels in areas subject to U. S. jurisdiction by specifying times of entry, movement, or departure; establishing vessel routing schemes and operating restrictions (in coordination with Naval Control of Shipping Officer); and by ordering any vessel to operate or anchor in a manner directed.	All - continuous	I
	16. Assist in disseminating convoy information: Port Controller dock assignments; COTP anchorage assignments and pilot assignments. If installed, use VTS and require participation by appropriate vessels.	All - continuous	I

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Category	Sub-Function	Frequency	Priority
	17. Establish Security Zones around ammunition and explosive loading operations.	All - continuous	I
B. Cargo Transfer Supervision	1. Supervise loading, storage and offloading of explosives and ammunition at military essential facilities, alternate commercial ammunition facilities and anchorage areas.	All - continuous	I
	2. Monitor bulk liquid transfer operations involving oil or hazardous substances at military essential facilities and critical commercial waterfront complexes.	All - continuous	I
	3. Monitor loading, stowage and offloading of dangerous cargoes at military essential facilities and critical commercial waterfront complexes.	All - continuous	I
	4. Supervise loading, stowage and offloading of military explosives and ammunition at overseas facilities.	As ordered by overseas commander	I
	5. Inspect and conduct security survey of military essential facilities upon declaration of national emergency. (Priority IA MIL Ports)	All	I
	6. Inspect and conduct security survey of military essential facilities for continued compliance with pertinent regulations. (Priority IA MIL ports)	All - monthly	I

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Category	Sub-Function	Frequency	Priority
	7. Inspect and conduct security survey of critical commercial waterfront complexes on declaration of a national emergency. (Priority IA COM & IB Ports)	All	II
	8. Inspect and conduct security survey of critical commercial waterfront complexes for continued compliance with pertinent regulations. (Priority IA COM & IB Ports)	All - monthly	II
	9. Inspect and conduct security survey of critical commercial waterfront complexes on declaration of a national emergency. (Priority IC, ID, II & III Ports)	All	III
	10. Inspect and conduct security survey of critical commercial waterfront complexes for continued compliance with pertinent regulations. (Priority IC, ID, II, & III Ports)	All - monthly	III
	11. Patrol military essential facilities to protect against fire, sabotage or accident and ensure maintenance of satisfactory levels of facility security.	All - every 4 hours	I
	12. Patrol critical commercial waterfront complexes to protect against fire, sabotage or accident and ensure maintenance of satisfactory levels of facility security.	All - every 4 hours	II

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Category	Sub-Function	Frequency	Priority
C. Merchant Vessels	1. Board all non-aligned vessels prior to entry.	All	I
	2. Impose radio transmission restrictions on vessels entering COTP zones.	All	I
	3. Provide dispersal and movement instructions to vessels entering COTP zone.	All	I
	4. Enforce 24 hour advance notice of arrival requirement.	All - continuous	I
	5. Escort vessels carrying Class A explosives and cargoes of particular hazard (per 33 CFR 126.10).	All	I
D. Fishing Vessels	1. Control entry, exit and maintain plot of commercial fishing vessels not under NCSO.	All - upon direction of OCA	II
	2. Issue and verify fishing vessel operating permits.	All - upon direction of OCA	II
	3. Coordinate adjacent/ local fishing with NMFS.	Continuous	II
	4. Issue Port Security Cards to screened personnel who operate or are employed aboard fishing vessels.	As required	I
	5. Receive, review and maintain fishing vessel operating plans.	All - continouous	II

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Category	Sub-Function	Frequency	Priority
	6. Board vessels before departure from port to inspect radio equipment, check documents and operating permits, and brief boat operators as to designated fishing grounds, prohibited operating areas, authorized communications and intelligence information desired.	All - continuous	II
	7. Maintain plot of authorized adjacent and distant fishing grounds.	All - continuous	II
	8. Monitor radio communications originated by fishing vessels.	All - continuous	II
	9. Issue recall and diversion orders.	As directed	II
	10. Board returning vessels; inspect vessels and documents of crew; debrief personnel.	All - continuous	II
	11. Maintain Allied fishing vesels in designated fishing control ports until receipt of instructions from appropriate national authorities.	All	I
E. Civilian Personnel	1. Issue port security cards to screened personnel who are employed or have business on waterfront facilities.	As required	I
F. Response	1. Dispatch Coast Guard representative to investigate major vessel or facility casualties, actual or potential sabotage.	All	I

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Category	Sub-Function	Frequency	Priority
	2. Dispatch Coast Guard firefighting specialist (FI) to scene of vessel or facility fire to evaluate and coordinate Coast Guard response efforts.	All	I
	3. Provide firefighting support to local firefighting elements, within available resources.	All	II
	4. Patrol COTP zone jurisdictional waters for evidence dence of pollution incidents.	Weekly	III
	5. Investigate pollution incidents in waterways used for movement of military essential materials. (Priority IA MIL Ports)	All	I
	6. Supervise cleanup of pollutants where incident poses immediate threat of fire, explosion or impediment to navigation at military essential facility. (Priority IA MIL Ports)	All	I
	7. Investigate pollution incidents in critical commercial waterways. (Priority IA COM & IB Ports)	All	II
	8. Supervise cleanup where incident poses immediate threat of fire, explosion or impediment to navigation at critical commercial waterfront facility. (Priority IA COM & IB Ports)	All	II
	9. Investigate pollution incidents in other commercial waterways. (Priority IC, ID, II & III Ports)	All	III

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Category	Sub-function	Frequency	Priority
	10. Supervise cleanup where incident poses threat to critical commercial waterfront facility. (Priority IC, ID, II & III Ports)	All	III
	11. Investigate pollution incidents in non-commercial waterways and at non-commercial waterfront complexes.	All	IV
	12. Supervise cleanup where incident poses threat to non-commercial waterfront facility or to non-commercial maritime activity.	All	IV

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RBS PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: Support the recreational boating community.

Function: To reduce the risk of loss of life, personal injury and property damage associated with the use of recreational boats. To provide boaters with the maximum safe use of the nation's waterways.

Category	Sub-Function	Frequency	Priority
A. Recreational Boats	1. Ensure that all new boats and associated equipment meet minimum safety related standards of performance and that safety-related defects are corrected.	All - during construction	IV
B. Recreational Boaters	1. Reduce risks from lack of safety equipment, operator inefficiency and lack of knowledge.	All - continuous	IV
	2. Ensure that recreational boats comply with mandatory carriage requirements.	All - continuous	IV
	3. Investigate all fatalities occurring on joint waters.	All - immediately	IV

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SAR PROGRAM CONTINGENCY/WARTIME MISSION PERFORMANCE STANDARDS & PRIORITIES

Mission: Perform search and rescue in the Maritime Region of the United States.

Function: Provide capability for rapid maritime SAR response and effective search along the coasts of the United States and the Sea Lines of Communication (SLOCs) to minimize the loss of vessels, cargoes and personnel to hostile action or natural causes. Provide rescue services to personnel aboard offshore facilities damaged by hostile or natural causes.

Category	Sub-Function	Frequency	Priority
A. Military Essential Vessels/ Cargoes	1. Provide SAR communications coverage to a distance 300 NM offshore and within 300 NMs of underway CG Cutters and airborne SAR facilities. Have the capability to directly receive calls for assistance.	99% - Continuously	I
	2. Provide capability to effectively process and evaluate SAR information to aid in selection of appropriate CG SAR action.	All - continously	I
	3. Assign a SAR facility(s) to take selected action within five minutes of initial distress notification, regardless of attrition risk.	All - continuously	I
	4. Dispatch suitable "ready" resources within 30 minutes after notification.	98% of incidents	I
	5. Place SAR facilities in locations which will enable resources to arrive in search area or on scene within 45 minutes of departure.	90% of incidents	I

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Category	Sub-Function	Frequency	Priority
	6. Locate distressed or missing units within 45 minutes after arrival in search area or on scene.	90% of incidents	I
	7. Dispatched SAR facility will function without equipment failure.	98% of incidents	I
	8. Dispatched resource capability will be equal to weather/sea conditions.	95% of incidents	I
	9. The dispatched SAR resource will be manned by an experienced and fully qualified SAR crew and will have adequate rescue/recovery equipment available to perform the required mission.	All	I
	10. Maintain a plot of vessels within respective RCC SAR subregions.	100% of military essential vessels 75% of critical commercial vessels	I
	11. Implement National SAR plan through the Interagency Committee on Search and Rescue (ICSAR).	Continuously - as practical	I
	12. Maintain effective liaison between state, local and volunteer SAR groups within Headquarters and districts.	Continously - as practical	I

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Category	Sub-Function	Frequency	Priority
B. Commercial vesels/Cargoes essential to economic health	1. Provide SAR communications coverage to a distance 300 NM offshore and within 300 NMs of underway CG Cutters and airborne SAR facilities. Have the capability to directly receive calls for assistance.	99% - continuously	II
	2. Provide capability to effectively process and evaluate SAR information to aid in selection of appropriate CG SAR action.	Continuously	II
	3. Assign a SAR facility(s) to take selected action within five minutes of initial distress notification despite 33% risk of attrition for responding resources.	All - continously	II
	4. Dispatch suitable "ready" resources within 30 minutes after notification.	98% of incidents	II
	5. Place SAR facilities in locations which will enable resources to arrive in search area or on scene within 45 minutes of departure.	90% of incidents	II
	6. Locate distressed or issing units within 45 minutes after arrival on scene or in search area.	90% of incidents	II
	7. Dispatched SAR facility will function without equipment failure.	98% of incidents	II

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Category	Sub-Function	Frequency	Priority
	8. Dispatched resource capability will be equal to weather/sea conditions.	95% of incidents	II
	9. The dispatched SAR resource will be manned by an experienced and fully qualified SAR crew and will have adequate rescue/recovery equipment available to perform the required mission.	All	II
	10. Maintain a plot of vessels within respective RCC SAR subregions.	75% of critical commercial vessels	II
	11. Implement National SAR plan through the Interagency Committee on Search and Rescue (ICSAR)	Continuously-as practical	II
	12. Maintain effective liaison between state, local and volunteer SAR groups within Headquarters and districts.	Continuously-as practical	II
C. Commercial vessels non-essential cargoes	1. Provide SAR communications coverage to a distance 300 NM offshore and within 300 NMs of underway CG Cutters and airborne SAR facilities. Have the capability to directly receive calls for assistance.	99% - Continuously	III
	2. Provide capability to effectively process and evaluate SAR information to aid in selection of appropriate CG SAR action.	All - continuously	III
	3. Assign a SAR facility(s) to take selected action within five minutes of inital distress notification, if risk of attrition 10% or less.	All - continuously	III

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Category	Sub-Function	Frequency	Priority
	4. Dispatch suitable "ready" resources within 30 minutes after notification.	98% of incidents	III
	5. Place SAR facilities in locations which will enable resources to arrive in search area or on scene within 45 minutes of departure.	90% of incidents	III
	6. Locate distressed or missing units within 45 minutes after arrival in search area or on scene.	90% of incidents	III
	7. Dispatched SAR facility will function without equipment failure.	98% of incidents	III
	8. Dispatched resource capability will be equal to weather/sea conditions.	95% of incidents	III
	9. The dispatched SAR resource will be manned by an experienced and fully qualified SAR crew and will have adequate rescue/recovery equipment available to perform the required mission.	All	III
	10. Maintain a plot of vessels within respective RCC SAR subregions.	75% of commercial vessels	III
	11. Implement National SAR plan through the Interagency Committee on Search and Rescue (ICSAR).	Continuously as practical	III
	12. Maintain effective liaison between state, local and volunteer SAR groups within Headquarters and districts.	Continuously as practical	III

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Category	Sub-Function	Frequency	Priority
D. Offshore fixed facilities/ platforms.	1. Provide SAR communications coverage to a distance 300 NM offshore and within 300 NMs of underway CG Cutters and airborne SAR facilities. Have the capability to directly receive calls for assistance.	99% - Continuously	II
	2. Provide capability to effectively process and evaluate SAR information to aid in selection of appropriate CG SAR action.	All - continuously	II
	3. Assign a SAR facility(s) to take selected action within five minutes of initial distress notification, if risk of attrition 33% or less.	All - continuously	II
	4. Dispatch suitable "ready" resources within 30 minutes after notification.	98% of incidents	II
	5. Place SAR facilities in locations which will enable resources to arrive in search area or on scene within 45 minutes of departure.	90% of incidents	II
	6. Locate distressed or missing units within 45 minutes after arrival in search area or on scene.	90% of incidents	II
	7. Dispatched SAR facility will function without equipment failure.	98% of incidents	II
	8. Dispatched resource capability will be equal to weather/sea conditions.	95% of incidents	II

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Category	Sub-Function	Frequency	Priority
	9. The dispatched SAR resource will be manned by an experienced and fully qualified SAR crew and will have adequate rescue/recovery equipment available to perform the required mission.	All	II
	10. Maintain a plot of offshore fixed facilities and platforms within respective RCC SAR regions.	All	II
	11. Implement National SAR plan through the Interagency Committee on Search and Rescue (ICSAR).	Continuously - as practical	II
	12. Maintain effective liaison between state, local and volunteer SAR groups within Headquarters and districts.	Continuously - as practical	II
E. Non-Commercial Vessels	1. Provide SAR communications coverage to a distance 300 NM offshore and within 300 NMs of underway CG Cutters and airborne SAR facilities. Have the capability to directly receive calls for assistance.	99% as available	IV
	2. Provide capability to effectively process and evaluate SAR information to aid in selection of appropriate CG SAR action.	All - as available	IV
	3. Assign a SAR facility(s) to take selected action so long as SAR facilities are not required for higher priority assignments and risk of attrition is essentially zero.	All - as available	IV

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Category	Sub-Function	Frequency	Priority
	4. Dispatch suitable "ready" resources within 30 minutes after notification.	98% of incidents as available	IV
	5. Place SAR facilities in locations which will enable resources to arrive in search area or on scene within 45 minutes of departure.	90% of incidents as available	IV
	6. Locate distressed or missing units within 45 minutes after arrival in search area or on scene.	90% of incidents as available	IV
	7. Dispatched SAR facility will function without equipment failure.	98% of incidents as available	IV
	8. Dispatched resource capability will be equal to weather/sea conditions.	95% of incidents as available	IV
	9. The dispatched SAR resource will be manned by an experienced and fully qualified SAR crew and will have adequate rescue/recovery equipment available to perform the required mission.	All as available	IV
	10. Implement National SAR plan through the Interagency Committee on Search and Rescue (ICSAR).	Continuously - as available	IV

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